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The Motor Industry of Great Britain

THE SOCIETY OF MOTOR MANUFACTURERS & TRADERS LTD
SMMT

1928

CONTENTS

Page
INTRODUCTION 5

PART I. ROAD TRANSPORT IN GREAT BRITAIN

ROADS

Mileage 8
Road Costs 9
Road Revenue 11

MOTOR TAXATION

Receipts by Basis of Taxation 12
Receipts by Classes of Vehicles 14
International Comparison 17
Road Costs in relation to Motor Taxation .. 19
Existing Basis of Motor Taxation 20

ROAD ACCIDENTS

Growth of (1918 to 1926) 25

ROAD TRANSPORT AND RAILWAYS 26

PART II. THE BRITISH MOTOR MARKET

CONSUMPTION

Motor Vehicles 31

Private Cars

(a) Consumption 34–37
(b) Potential Consumption 39–40
(c) Mortality 41–42
(d) Used Car Stocks 43–47
(e) Causes of Breakdown 48
Trucks and Exempt Vehicles 49–52
Hackneys 53–56
Agricultural Tractors 57–59

A 10000
D 1-8-42

Motor Spirit 61
Rubber and Tyres 62–63

IMPORTS

Motor Vehicles 65–66
Parts and Accessories. 67
Agricultural Tractors 68
Motor Vehicle Tyres 69

PART III. BRITISH MOTOR PRODUCTION

OUTPUT

Motor Vehicles—(1907-26) 71–72
EMPLOYMENT AND WAGES 73
INDEX OF ELECTRICAL POWER CONSUMED IN MOTOR MANUFACTURE 75
PRICES 77
FINANCE 78–81

PART IV. BRITISH MOTOR EXPORTS

WORLD CONSUMPTION OF MOTOR VEHICLES 83–86
Road Mileage in Motor Export Markets 87

BRITISH EXPORTS OF MOTOR PRODUCTS

Motor Vehicles 89–99
Parts and Accessories.. 100
Agricultural Tractors 102
Motor Vehicle Tyres 103–105

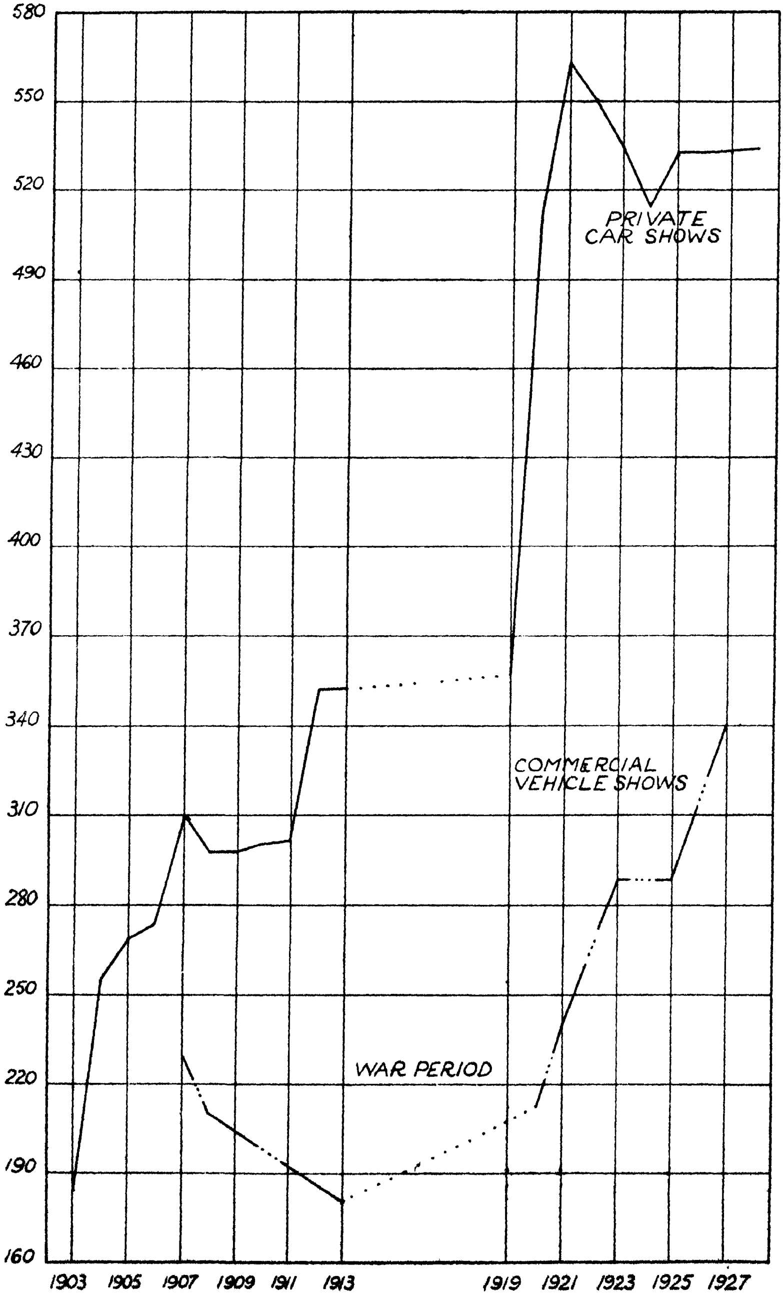
PART V. MARINE MOTOR SECTION

MARINE MOTOR SECTION 106

APPENDIX

ORGANISATION OF THE S.M.M. & T. 109
MOTOR ORGANISATIONS HOME AND ABROAD 112
LIST OF SOCIETY'S PUBLICATIONS 120
INDEX 121

MOTOR SHOWS—Number of Exhibitors



INTRODUCTION

In compiling the third annual edition of this booklet, the general layout of previous issues has been retained. Attention has been concentrated on improving the accuracy of statistics and on presenting them in the form most useful for commercial reference. Wherever possible their scope has been extended with the object of providing eventually a complete statistical basis for the measurement of the activities actual and potential of the various branches of the Motor Industry in this country. Index figures have been re-cast where necessary on the basis of the year 1924=100 in order to facilitate comparison with the year of the last census of Production.

The Society of Motor Manufacturers and Traders Ltd., by whom the booklet is published, was formed in 1902, and now represents, with one or two exceptions, the whole of the manufacturers of, and concessionaires for, motor cars, commercial petrol, steam and electric vehicles, motor boats, motor components, accessories and tyres in this country.

One of the principle activities of the S.M.M. & T. has been the organisation of various Motor Vehicle exhibitions. The number of exhibitors at these Motor exhibitions from 1903 to the present day is shown in the following table and illustrated on the opposite page.

PRIVATE CAR EXHIBITION

Held at	Year	No. of Exhibitors	Held at	Year	No. of Exhibitors
Crystal Palace	1903	184	1914-18 abandoned in consequence of the War.		
,,	1904	255			
Olympia (Feb.)	1905	241	Olympia	1919	357
,, (Nov.)	1905	269	Olympia and White City	1920	512
,,	1906	273			
,,	1907	309	,, ,,	1921	562
,,	1908	297	,, ,,	1922	550
,,	1909	297	Olympia	1923	534
,,	1910	300	,,	1924	514
,,	1911	302	,,	1925	532
,,	1912	353	,,	1926	532
,,	1913	354	,,	1927	533
			,,	1928	534

COMMERCIAL VEHICLE EXHIBITION

Olympia	1907	*229	Olympia	1921	241
,,	1908	*210	,,	1923	288
,,	1913	180	,,	1925	288
,,	1920	212	,,	1927	341

* Combined Motor Boat and Commercial Motor Vehicle Exhibition.

The value of these exhibitions to the Industry owing to their increasing popularity with the general public is illustrated by the statistics of attendances at Private Car Exhibitions.

Total admissions have risen from 160,532 in 1907 and 285,837 in 1919 to 391,960 in 1927, whilst paying admissions have increased from 74,855 in 1907 to 275,222 in 1927.

In the following Table the number of paying admissions day by day is given for the last five years, together with the figures for three pre-war years for the sake of comparison.

PRIVATE CAR EXHIBITIONS

NUMBER OF PAYING ADMISSIONS

	1911	1912	1913	1923	1924	1925	1926	1927
Thursday	—	—	—	—	—	—	—	7,227
Friday	5,810	6,067	8,796	15,129	16,093	16,409	21,845	27,767
Saturday	13,808	17,420	20,982	31,389	26,756	28,431	43,407	45,940
Monday	11,808	13,636	22,754	22,194	17,728	19,267	25,708	26,195
Tuesday	7,924	9,638	17,775	25,274	19,347	20,920	27,494	28,210
Wednesday	19,604	24,655	31,271	31,931	24,220	26,525	37,070	35,887
Thursday	19,918	19,131	15,475	25,595	20,802	22,698	30,458	32,765
Friday	13,922	14,946	20,770	32,150	31,041	31,433	40,251	37,468
Saturday	12,388	12,379	18,516	27,386	24,589	28,376	38,212	33,763
Total Paying Admissions	105,182	117,872	156,339	211,048	180,576	194,059	264,445	275,222
Total Attendances	216,104	255,710	220,476	298,738*	257,939*	290,397*	360,286*	391,960

* Excluding Private View Day.

The Private Car Exhibition for 1928 will be held from 11th October to 20th October at Olympia.

It is recognised that an annual publication in compact form such as this has the defects of its qualities. It tends to be out of date as soon as it is published and cannot anticipate or include in detail all requirements. Those seeking official and up-to-date information on the subject matter of this book or generally regarding the Motor Industry are invited to address their enquiries to

STATISTICAL AND INFORMATION DEPARTMENT,
THE SOCIETY OF MOTOR MANUFACTURERS & TRADERS, LTD.,
83 PALL MALL, S.W.1.

Telephone: Regent 5370. **Telegrams:** Movendum, Piccy, London.

PART I. ROAD TRANSPORT IN GREAT BRITAIN

THE introduction and development of motor transport has restored to the roads their place in the national system of transportation temporarily lost during the nineteenth century owing to the development of railways. Until recently motor transport was still regarded in this country as a luxury. Only in the last few years has there been a realisation of the potentialities of this new form of transport to supplement and in some directions to supersede older forms, both commercially owing to its greater flexibility, and privately by providing the new service of " individual transportation."

In periods of rapid evolution wasteful competition is often seen side by side with uneconomic restriction. The best safeguard against these extremes is the diffusion of knowledge regarding the relative costs and performance of rival services. The economic cost of modern road transport is clearly not limited to the expense of producing, maintaining and running road vehicles. Account must also be taken of the cost of the " permanent way " over which they run, i.e., the roads.

On the other hand it is necessary to guard against the disposition which has grown up owing to the predominance of motor traffic in recent years to regard motor vehicles as the sole beneficiaries from expenditure on roads. Road costs in this country were considerable and were increasing rapidly before the introduction of motor transport. Moreover if motor vehicles were abolished roads would still be necessary

(a) For strategic purposes
(b) As feeders to rail and canal systems
(c) As a general means of transit for commercial and social purposes.

If, however, motor vehicles are not solely responsible for and do not solely benefit by road expenditure, the problem remains of distinguishing the amount of road expenditure for which they are responsible and should equitably pay. It is clear that motor vehicles should not equitably pay for the whole of the extra road costs occasioned by their use inasmuch as the benefits of quicker and cheaper transport of goods and persons is an economic asset of great importance quite apart from the factor of remuneration to Road Hauliers.

In the light of the above considerations the principal statistics regarding road costs and revenues, motor taxation, road traffic and accidents, and the relationship of road and rail transport are given in the following sections.

ROADS

MILEAGE

The official statistics of Road mileage in Great Britain are given below. In Table 1 will be found the geographical distribution and in Table 2 the classification of British Roads.

TABLE I

Year	England & Wales	Scotland	Gt. Britain
1909	150,692	24,771	175,463
1911	150,671	24,816	175,487
1912	151,472	24,816	176,288
1913	151,920	24,879	176,799
1914	152,085	24,908	176,993
—	—	—	—
1923	152,409	24,911	177,320
1924	152,735	24,945	177,680
1925	153,198	25,007	178,205
1926	153,289	25,072	178,361
1927	153,661	25,076	178,737

TABLE II

Year	Mileage of all Roads	Class 1 — Miles	Class 1 % of Total Mileage	Class 2 — Miles	Class 2 % of Total Mileage
1923 ..	177,320	23,229	13.1	14,739	8.3
1924 ..	177,680	24,047	13.5	14,638	8.2
1925 ..	178,205	24,328	13.6	14,930	8.4
1926 ..	178,361	24,552	13.7	15,624	8.7
1927 ..	178,737	25,112	14.0	15,683	8.7

ROAD COSTS

Expenditure on roads in Great Britain is almost entirely made by local authorities partly from current revenue* and partly from loans. Expenditure from loans is in the nature of capital expenditure and corresponds roughly with the sums spent on new road construction. The cost of these loans in interest and sinking fund is discharged out of revenue so that the total annual cost of roads in Great Britain may be reached by the addition of " Total expenditure from Revenue by Local Authorities including Loan Charges " and " Direct Expenditure by the Ministry of Transport." In the following Table these particulars are given for the years 1890-1925.

TABLE III. ANNUAL ROAD COSTS (NOMINAL)

Year	Expenditure by Local Authorities		Paid direct by Ministry of Transport	Total Annual Road Costs. " Nominal "
	From current revenue £*	From Loans £	£	£
1889–90	8,653,144	1,058,951		8,653,144
1890–91	8,670,263	1,182,423		8,670,263
1891–92	9,164,099	1,197,959		9,164,099
1892–93	9,818,821	1,268,688		9,818,821
1893–94	10,088,595	1,511,834		10,088,595
1894–95	9,876,382	1,514,221		9,876,382
1895–96	10,143,650	1,722,452		10,143,650
1896–97	10,396,913	1,595,812		10,396,913
1897–98	10,810,634	2,231,622		10,810,634
1898–99	11,429,540	2,410,184		11,429,540
1899–00	11,924,890	3,327,578		11,924,890
1900–01	12,548,790	4,912,084		12,548,790
1901–02	13,147,664	6,551,478		13,147,664
1902–03	14,646,249	6,595,901		14,646,249
1903–04	14,097,351	5,059,216		14,097,351
1904–05	14,575,271	4,593,178		14,575,271
1905–06	14,759,545	3,294,627		14,759,545
1906–07	14,611,727	2,182,613		14,611,727
1907–08	14,657,815	3,023,582		14,657,815
1908–09	15,066,730	2,046,803		15,066,730
1909–10	15,287,805	2,298,862		15,287,805
1910–11	16,366,770	1,920,439		16,366,770
1911–12	16,885,421	1,846,965		16,885,421
1912–13	17,593,285	2,068,088		17,593,285
1913–14	18,585,402	3,385,023		18,585,402
1914–15	18,832,582	3,202,907		18,832,582
1915–16	17,167,473	1,320,984		17,167,473
1916–17	15,937,610	446,373		15,937,610
1917–18	16,336,987	213,284		16,336,987
1918–19	17,242,554	213,940		17,242,554
1919–20	29,079,139	1,345,011		29,079,139
1920–21	42,654,454	4,242,758	24,400	42,678,854
1921–22	46,236,531	7,373,567	443,971	46,680,502
1922–23	45,164,896	10,038,867	1,310,666	46,475,562
1923–24	46,713,831	9,448,804	877,530	47,591,361
1924–25	51,763,340	10,964,859	1,150,563	52,913,902

* For sources of this Revenue see Table V, page 11.

Owing to the dislocation of the Great War "nominal" figures as given in the preceding Table are misleading if unqualified in two respects

(a) As to the "Real" amount of Expenditure having regard to fluctuations in prices.

(b) As to the Rate of Increase in Expenditure since 1914 owing to the suspension of Road Works during the War Period with consequent accumulation of arrears.

In Table 4 the figures in Table 3 are adjusted by the application of an Index of Gold Prices in which the year 1923-24=100.

TABLE IV. "REAL" ROAD COSTS.

Year.	Expenditure by Local Authorities.		Paid direct by Ministry of Transport.	Total Annual Road Costs (Real)	Index of Prices. 1923–4 =100
	From current revenue. £	From Loans £	£	£	
1889–90	15,181,000	1,858,000	—	15,181,000	57
1890–91	15,211,000	2,074,000	—	15,211,000	57
1891–92	15,364,000	2,139,000	—	16,364,000	56
1892–93	18,526,000	2,394,000	—	18,526,000	53
1893–94	19,782,000	2,965,000	—	19,782,000	51
1894–95	20,575,000	3,154,000	—	20,575,000	48
1895–96	21,133,000	3,588,000	—	21,133,000	48
1896–97	20,386,000	3,129,000	—	20,386,000	51
1897–98	20,398,000	4,211,000	—	20,398,000	53
1898–99	22,412,000	4,725,000	—	22,412,000	51
1899–00	20,083,000	6,162,000	—	22,083,000	54
1900–01	23,238,000	9,096,000	—	23,239,000	54
1901–02	24,348,000	12,131,000	—	24,348,000	54
1902–03	26,621,000	11,992,000	—	26,630,000	55
1903–04	25,631,000	9,198,000	—	25,631,000	55
1904–05	26,500,000	8,351,000	—	26,500,000	55
1905–06	26,836,000	5,991,000	—	26,836,000	55
1906–07	26,093,000	3,898,000	—	26,093,000	56
1907–08	25,272,000	5,214,000	—	25,272,000	58
1908–09	25,978,000	3,529,000	—	25,978,000	58
1909–10	25,912,000	3,897,000	—	25,912,000	59
1910–11	27,741,000	3,254,000	—	27,741,000	59
1911–12	27,680,000	3,028,000	—	27,680,000	61
1912–13	28,841,000	3,390,000	—	28,841,000	61
1913–14	30,467,000	5,459,000	—	29,976,000	62
1914–15	24,458,000	4,160,000	—	24,458,000	77
1915–16	18,071,000	1,391,000	—	18,071,000	95
1916–17	13,622,000	381,000	—	13,622,000	117
1917–18	12,864,000	168,000	—	12,864,000	127
1918–19	13,367,000	166,000	—	13,367,000	129
1919–20	19,258,000	891,000	—	19,258,000	151
1920–21	31,596,000	3,142,000	18,000	31,614,000	135
1921–22	44,459,000	7,090,000	427,000	44,886,000	104
1922–23	45,165,000	10,039,000	1,312,000	46,476,000	100
1923–24	46,714,000	9,449,000	878,000	47,591,000	100
1924–25	51,250,000	10,856,000	1,140,000	52,390,000	101

From Table 4 it will be seen that expenditure from loans, i.e., on new construction when stated in comparable values has been lower in recent years than in 1902 to 1904. Further the cost of maintaining roads was considerable before motor vehicles came into use and taking the years 1890-1914 actually increased more rapidly in the first half than in the second half of that period. Post-war costs have been much increased by the enormous arrears of the war period and to that extent are abnormal.

ROAD REVENUE

In Table 5 the sources from which local authorities met road expenditure are set out for typical pre-war and post-war periods.

TABLE V

SOURCES OF HIGHWAY REVENUE OF LOCAL AUTHORITIES

Year.	Total Cost to Local Authorities.	Payments under Grants from Road Fund.	Specific Highway Revenue other than Rates.	Road Costs Falling on Rates.
	£	£	£	£
1910–11	16,366,770	8,420	881,489	15,476,861
1911–12	16,885,421	222,840	859,469	15,803,112
1912–13	17,593,285	317,398	989,288	16,286,599
1913–14	18,585,402	641,010	1,005,394	16,938,998
1920–21	42,654,454	6,023,166	3,208,164	33,423,124
1921–22	46,236,531	9,813,792	3,110,561	33,312,178
1922–23	45,164,896	11,079,422	2,975,991	31,109,483
1923–24	46,713,831	12,617,302	3,139,873	30,956,656
1924–25	51,763,340	14,684,086	2,958,877	34,120,377

Taking the four years 1911-1914 road expenditure falling on rates averaged £16,126,392 or 24.9 per cent. of the total expenditure from rates which averaged £64,505,570 for the same period. During the four years 1921 to 1925 road costs falling on rates averaged £34,584,364 or 20 per cent. of total expenditure from rates which averaged £172,921,818 for the same period. Thus total expenditure from rates has increased more in ratio than expenditure from rates on roads.

MOTOR

RECEIPTS BY

After Rates the largest source of road revenue is " payments under
derived from the current proceeds of motor taxation and interest
in the past. In Table 6 the statistics of Motor Taxation Receipts,
the Road Fund to the National Exchequer are given since the

TABLE VI.—MOTOR TAX

	TOTAL MONIES RAISED IN MOTOR VEHICLE TAXATION.			ROAD FUND MONIES DIVERTED TO NATIONAL EXCHEQUER.	TOTAL INVESTMENTS OF ROAD FUND.
	From Carriage Licences	From Motor Spirit Duties	TOTAL.		
Year.	£	£	£	£	£
1906-07	145,000		145,000		
1907-08	160,000		160,000		
1908-09	171,000		171,000		
1909-10	253,000	321,000	574,000		
1910-11	638,000	440,000	1,078,000		608,173
1911-12	617,000	624,000	1,241,000		1,719,762
1912-13	620,000	739,000	1,359,000		2,481,543
1913-14	739,000	841,000	1,580,000		2,544,492
1914-15	904,000	965,000	1,869,000		3,386,118
1915-16	937,000	1,793,000	2,730,000	2,036,000	3,835,247
1916-17	735,000	1,976,000	2,711,000	2,711,000	3,644,448
1917-18	492,000	1,699,000	2,191,000	2,191,000	3,780,148
1918-19	710,000	2,222,000	2,932,000	2,932,000	3,871,346
1919-20	1,368,000	3,001,000	4,369,000	4,369,000	8,179,643
		From Motor Vehicle Taxes (New Basis)			
1920-21		10,334,000§	10,334,000		12,495,430
1921-22		11,220,000†	11,220,000		15,814,430
1922-23		12,584,000	12,584,000		14,777,222
1923-24		14,628,000	14,628,000		16,276,945
1924-25		16,485,000	16,485,000		17,034,976
1925-26		18,056,000	18,056,000	10,500,000‖	18,616,772
1926-27		21,393,000	21,393,000	16,000,000**	— *
1927-28		24,518,000	24,518,000	4,400,000***	

§ Includes £2,559,000 raised from Motor Spirit Duties.
† Includes £169,000 raised from Motor Spirit Duties.
‖ Includes £7,000,000 from Capital of Fund.
** Includes £12,000,000 from Capital of Fund.
*** Exchequer share of Motor Taxation Revenue.

It will be observed that during the emergency of the War
National Exchequer while from 1920 to 1923 the Exchequer repaid
the Exchequer again diverted £26,500,000, including the whole of the
While justifiable as an emergency measure, these raids will, unless
ties, and therefore on the Ratepayers, who are in the main the industry
to General Purposes amounts to Special Taxation of Transport, which
given when these taxes were imposed. A further imposition of 4d. per
burden of £12,000,000 on Motor Transport in the current financial year.
voted to the Road Fund must seriously retard the development of the

BASIS OF TAXATION.

grants" from the Road Fund. The Revenue of the Road Fund is on investments made out of the surplus proceeds of Motor Taxation Road Fund Revenue and Investments and the sums diverted from inception of Motor Taxation and the Road Fund respectively.

RECEIPTS AND ROAD FUND.

REVENUE OF ROAD FUND.

From Motor Spirit Duties. £	From Carriage Licences. £	From Motor Taxation. £	Interest on Investments. £	TOTAL £	Year.
					1906–07
					1907–08
					1908–09
					1909–10
628,241	234,400		4,852	867,493	1910–11
613,957	595,902		23,065	1,232,924	1911–12
684,310	487,895		56,798	1,229,003	1912–13
789,703	605,248		86,447	1,487,398	1913–14
898,041	630,325		92,608	1,620,974	1914–15
461,356	233,039		114,008	808,403	1915–16
			152,902	152,902	1916–17
			173,002	173,002	1917–18
			194,906	194,906	1918–19
			129,673	8,379,673*	1919–20
2,430,227	536,462	5,970,000	491,512	9,432,301	1920–21
		10,795,000	582,192	12,585,633¶	1921–22
		11,772,000	353,219	12,802,754‡	1922–23
		14,090,044	351,321	14,441,729	1923–24
		15,563,044	504,497	16,150,554	1924–25
		17,455,044	613,060	18,068,104	1925–26
		17,373,000	—	—	1926–27
		—	—	—	1927–28

*** Includes Exchequer Grant of £8,250,000 in repayment of duties diverted.**
¶ Includes Exchequer Grant of £1,203,000 in repayment of duties diverted.
‡ Includes Exchequer Grant of £205,000 in repayment of duties diverted.

£14,000,000 of Motor Taxation Receipts were diverted to the £9,650,000 of monies so diverted. In the economic crisis of 1926-1927 capital of the Fund and approximately 25 per cent. of its Revenue. restitution is made, increase the burden of Road Costs on Local Authori- and commerce of the Country. The diversion of Motor Tax Revenues is vicious and uneconomic in principle as well as a breach of the pledges gallon on Motor Spirit in the 1928-29 Budget is expected to impose a An average tax of £36 per vehicle per annum of which only half is de- Motor Industry.

MOTOR

RECEIPTS BY

The growth of Motor Tax Receipts according to basis of receipts of motor taxes are analysed by classes of vehicles for

TABLE VII.—ANALYSIS OF MOTOR RECEIPTS BY CLASSES

Year ending Nov. 30.	Number of Cars taxed on H.P. 1	Taxation receipts from Col. 1. 2	Number of Motor Cycles. 3	Taxation Receipts from Col. 3. 4	Number of Commercial Vehicles. 5
		£		£	
1921	250,000	4,202,034	355,000	921,265	135,000
Av. per Veh.		16.8		2.6	
1922	314,769	4,884,161	377,943	952,740	158,856
,,		15.5		2.5	
1923	383,525	5,875,488	430,138	1,087,315	181,235
,,		15.3		2.5	
1924	474,261	6,929,851	495,579	1,260,796	209,763
,,		14.6		2.5	
1925	579,901	8,063,467	571,552	1,373,701	231,957
,,		13.9		2.4	
1926	683,913	9,054,681	636,971	1,500,972	247,334
,,		13.2		2.4	
1927	786,610	10,149,167	681,410	1,620,455	282,905
,,		12.9		2.4	

INDEX FIGURES OF NUMBERS OF VEHICLES OF EACH CLASS, RECEIPTS OF EACH CLASS AS

Index Figure

	CARS TAXED ON H.P.			MOTOR CYCLES.			COMMERCIAL VEHICLES.		
Year ending Nov. 30	No. of Cars	Taxation Receipts		No. of Cycles	Taxation Receipts		No. of Vehicles	Taxation Receipts	
	Index	Index	% of Total Receipts	Index	Index	% of Total Receipts	Index	Index	% of Total Receipts
1921	53	61	**42**	72	73	**9.2**	64	67	**28.3**
1922	66	71	43.1	76	76	**8.4**	76	77	**28.9**
1923	81	85	44.7	87	86	**8.3**	86	87	**28.1**
1924	100	100	45.5	100	100	**8.3**	100	100	**27.9**
1925	122	116	47.0	115	109	**8.0**	111	111	**27.5**
1926	144	131	**47.9**	129	119	7.9	118	123	**27.6**
1927	166	**146**	43.4	137	129	6.9	135	181	**32.9**

TAXATION

CLASSES OF VEHICLE

taxation has been traced in Table 6 above. In Table 7 the
the last seven years.

VEHICLE TAXATION (NEW BASIS)

OF MOTOR VEHICLES.

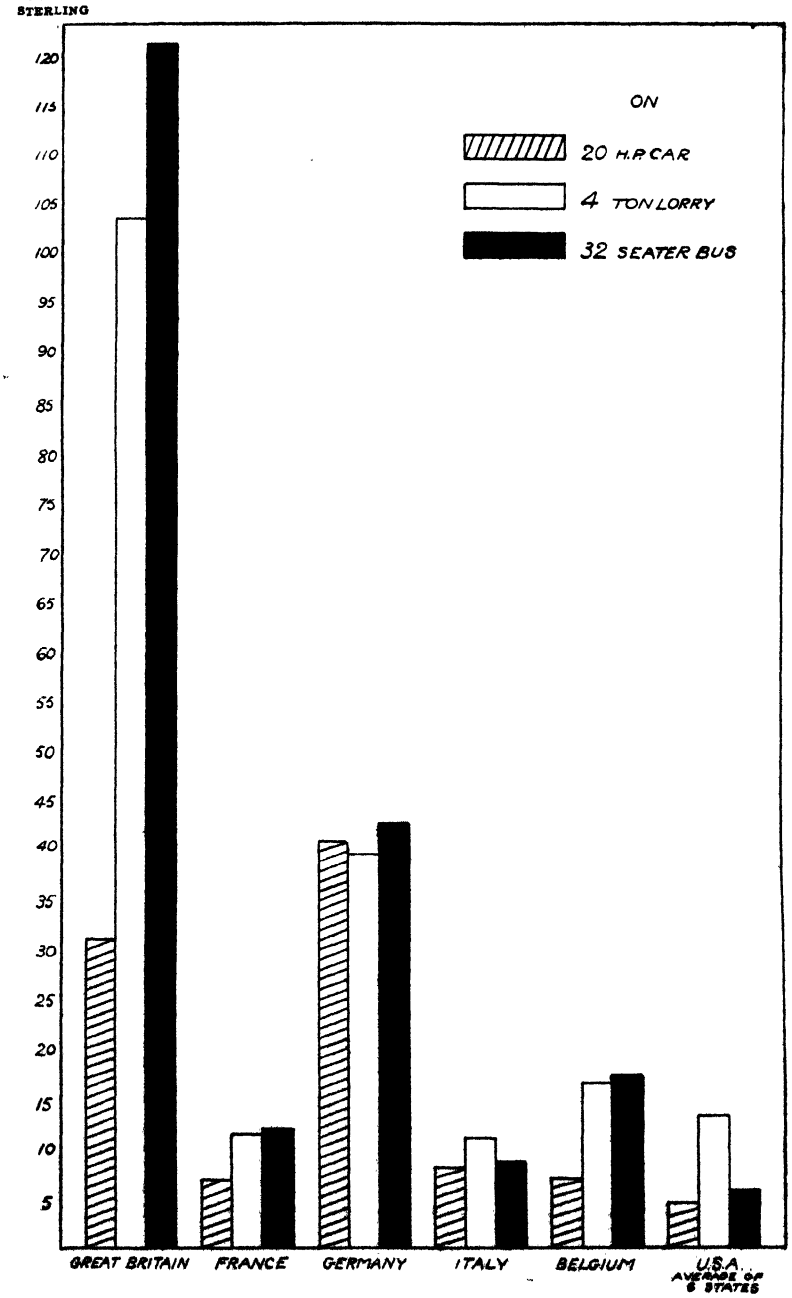
Taxation Receipts from Col 5. 6	Number of Motor Hackneys. 7	Taxation Receipts from Col 7. 8	Taxation receipts from other Dutiable Licenses. 9	Miscellaneous Receipts 10	Total Receipts from Motor Licenses. 11
£		£	£	£	£
2,824,600 20 9	76,000	1,604,466 21 1	183,467	265,764	10,001,596
3,280,067 20.6	77,614	1,727,398 22.2	169,495	325,256	11,339,117
3,703,033 20.5	85,965	1,914,659 22.3	177,137	388,747	13,146,379
4,245,566 20.2	94,153	2,154,865 22.9	192,667	439,943	15,223,688
4,697,020 20.2	98,833	2,270,906 23.0	197,667	511,630	17,114,391
5,228,445 21.1	100,645	2,373,074 24.0	207,147	569,904	18,934,223
7,695,598 28.2	95,752	2,971,419 31.0	301,854	637,853	23,376,076

AGGREGATE TAXATION RECEIPTS FROM EACH CLASS AND PERCENTAGE OF TOTAL RECEIPTS.

1924=100.

MOTOR HACKNEYS.			Taxation Receipts from other Dutiable Licences		Miscellaneous Receipts		Total Receipts from Motor Licences	
No of Hackneys	Taxation Receipts							
Index	Index	% of Total Receipts	Index	% of Total Receipts	Index	% of Total Receipts	Index	%
81	74	16.0	95	1.8	60	2.7	66	100
83	80	15.2	88	1.5	74	2.9	75	100
91	89	14.6	92	1.3	88	3.0	86	100
100	100	14.1	100	1.3	100	2.9	100	100
105	105	13.3	103	1.2	116	3.0	113	100
101	110	12.5	107	1.1	130	3.0	124	100
107	138	12.7	157	1.3	145	2.7	154	100

INTERNATIONAL COMPARISON OF THE ANNUAL MOTOR TAXATION



From Table 7 it will be seen that while the average tax per vehicle on private cars and motor cycles has decreased that on commercial vehicles and hackneys has increased. It is significant that the greatest increase in total receipts has been for the category of private cars where the average tax per vehicle is comparatively low and declining while the smallest increase in total receipts has been in the category of hackneys where the average tax is high and increasing. This fact corroborates experience in the United States where it has been found that a low rate of tax produces greater revenue by stimulating the registration of vehicles—particularly "used" vehicles.

INTERNATIONAL MOTOR VEHICLE TAXES

In this connection it is of interest to compare the average tax per type of vehicle in Great Britain with that in six other important motor using countries.

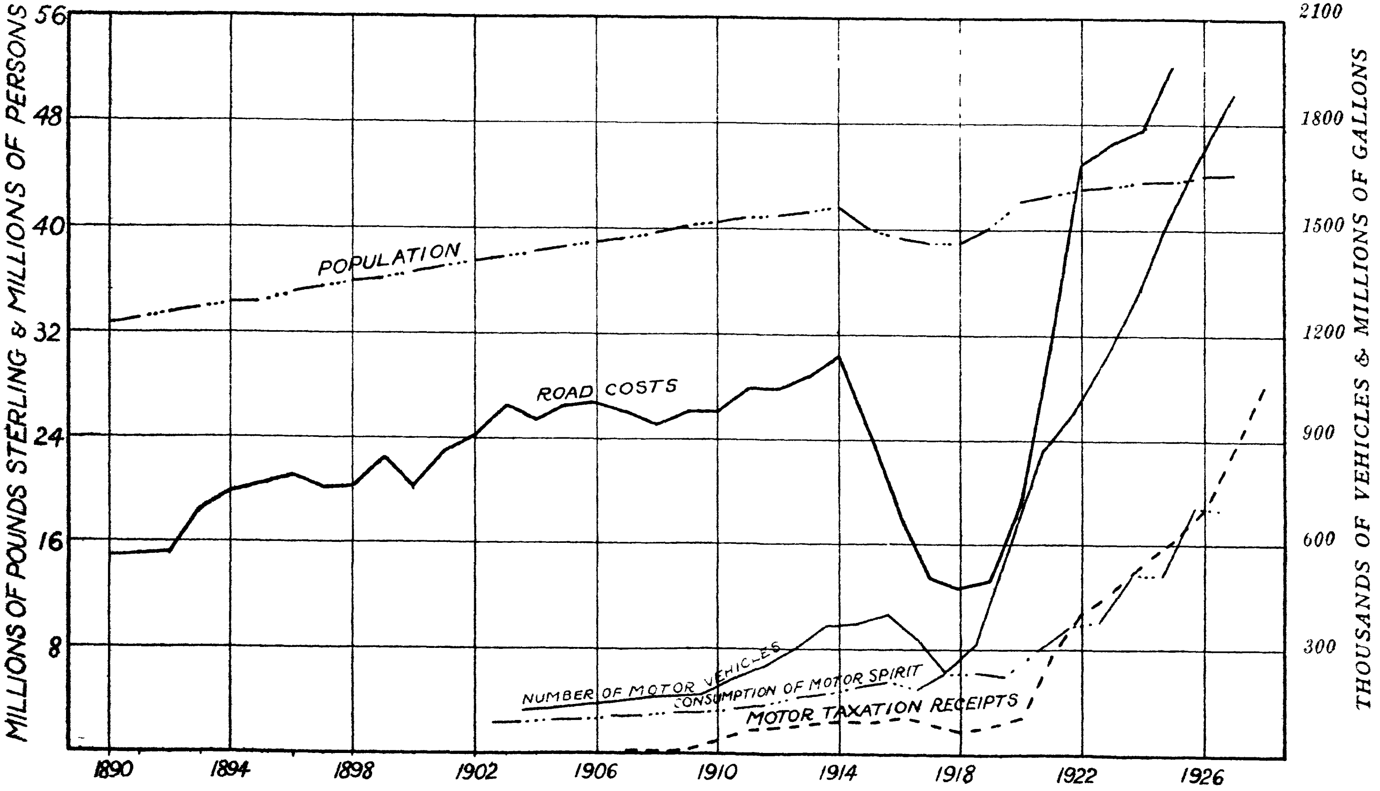
In Table 8 the current annual taxation converted to sterling at the current rate of exchange is given for three typical motor vehicles, a 20 h.p. private car model, a 4-ton lorry and a 32 seater 'bus.

TABLE VIII.

Country	Number of Private Cars Licensed	Annual Tax 20 h.p. Model Car	Number of Commercial Vehicles Licensed	Annual Tax on 4 ton Lorry	Estimated Number of Buses Licensed	Annual Tax on a 32 seater Bus
		£		£		£
United Kingdom	801,857	31.3	402,218	104.0	30,000	122.0
France	671,059	6.7	305,587	11.2	26,000	11.9
Germany	261,142	41.1	123,567	39.6	6,000	42.7
Italy	119,214	7.8	34,105	11.0	3,300	8.6
Belgium	70,000	6.9	40,000	16.0	1,000	16.9
California......	1,479,411	2.7	213,784	19.3	4,826	4¼% of receipts
Illinois	1,254,421	1.5	184,564	20.6	2,588	28.2
Michigan	998,781	6.7	155,982	35.8	3,187	32.1
New York	1,624,535	4.3	313,383	8.2	4,565	14.7
Ohio	1,374,402	2.9	196,332	33.9	5,124	59.7
Pennsylvania ..	1,354,548	4.8	200,367	32.9	3,995	31.3
Texas	996,397	6.7	115,010	79.5	1,590	48.8

It will be observed that taxation in this country is far heavier than abroad for all classes of vehicles.

ROAD COSTS AND MOTOR TAXATION



ROAD COSTS, MOTOR TAXATION, POPULATION AND MOTOR TRAFFIC

In order to get the problems of road policy in perspective it is now desirable to bring together the statistics of road costs and motor taxation receipts and to compare these with the growth of population and the increase of motor traffic as measured by the number of motor vehicles and the consumption of motor spirit. The statistics in Table 9 are illustrated on the opposite page.

TABLE IX

Year	Road Costs (Real) £	Motor Taxation Receipts (Real) £	Population	Number of Motor Vehicles and Motor Cycles	Consumption of Motor Spirit Gallons
1889–90	15,181,000		32,767,000		
1890–91	15,211,000		33,122,000		
1891–92	15,364,000		33,500,000		
1892–93	18,526,000		33,883,000		
1893–94	19,782,000		34,270,000		
1894–95	20,575,000		34,262,000		
1895–96	21,133,000		35,057,000		
1896–97	20,386,000		35,457,000		
1897–98	20,398,000		35,863,000		
1898–99	22,412,000		36,272,000		
1899–00	20,083,000		36,686,000		
1900–01	23,238,000		37,091,000		
1901–02	24,348,000		37,458,000		
1902–03	26,621,000		37,829,000		9,902,000
1903–04	25,631,000		38,203,000	46,000	11,972,000
1904–05	26,500,000		38,582,000	56,000	18,658,000
1905–06	26,836,000		38,963,000	67,000	26,792,000
1906–07	26,093,000	259,000	39,349,000	79,000	33,536,000
1907–08	25,272,000	276,000	39,739,000	92,000	40,645,000
1908–09	25,978,000	295,000	40,133,000	101,000	50,711,000
1909–10	25,912,000	973,000	40,531,000	114,000	53,487,000
1910–11	27,741,000	1,827,000	40,887,000	151,000	66,118,000
1911–12	27,680,000	2,034,000	41,068,000	192,000	77,921,000
1912–13	28,841,000	2,228,000	41,302,000	241,000	101,049,000
1913–14	30,467,000	2,548,000	41,714,000	307,000	119,867,000
1914–15	24,458,000	2,427,000	40,055,000	322,000	140,348,000
1915–16	18,071,000	2,874,000	39,437,000	345,000	158,738,000
1916–17	13,622,000	2,317,000	39,007,000	277,000	136,407,000
1917–18	12,864,000	1,725,000	38,836,000	189,000	191,040,000
1918–19	13,367,000	2,273,000	40,247,000	271,000	192,000,000
1919–20	19,258,000	2,893,000	42,111,000	551,000	181,873,000
1920–21	31,614,000	7,655,000	42,769,000	816,000	257,522,000
1921–22	44,866,000	10,788,000	43,062,000	942,000	325,748,000
1922–23	46,476,000	12,584,000	43,304,000	1,094,000	341,802,000
1923–24	47,591,000	14,628,000	43,628,000	1,289,000	476,625,000
1924–25	52,390,000	16,322,000	43,783,000	1,501,000	486,960,000
1925–26	*	18,808,000	43.964,000	1,696,000	676,840,000
1926–27	*	22.501.000	44,104,000	1,865,000	673,179,000
1927–28		23,182,000			409,798,000†

*Information not available.

†Six months.

The correlation between road costs and population in the pre-war period is noticeable and indicates that these costs did normally increase before the advent of motor vehicles. Having regard to the great increase in motor traffic as shewn by the last two columns, road costs have not increased abnormally when allowance is made for war arrears. Rapidly increasing motor taxation receipts were already paying their fair share of road costs before the imposition of the Petrol Duty and were approximately equivalent to the increase in real road costs since 1906.

EXISTING BASIS OF TAXATION

DUTIES ON MECHANICALLY PROPELLED VEHICLES.

1. HACKNEY CARRIAGES having a seating capacity for

	Vehicles fitted entirely with pneumatic tyres.			Other Vehicles.		
	£	s.	d.	£	s.	d.
Not more than 4 persons	10	0	0	10	0	0
More than 4 but not more than 8 persons	12	0	0	12	0	0
,, ,, 8 ,, ,, ,, 14 ,,	24	0	0	30	0	0
,, ,, 14 ,, ,, ,, 20 ,,	36	0	0	45	0	0
,, ,, 20 ,, ,, ,, 26 ,,	48	0	0	60	0	0
,, ,, 26 ,, ,, ,, 32 ,,	57	12	0	72	0	0
,, ,, 32 ,, ,, ,, 40 ,,	67	4	0	84	0	0
,, ,, 40 ,, ,, ,, 48 ,,	76	16	0	96	0	0
,, ,, 48 ,, ,, ,, 56 ,,	86	8	0	108	0	0
,, ,, 56 ,, ,, ,, 64 ,,	96	0	0	120	0	0
,, ,, 64 persons	96	0	0	120	0	0
With an additional duty for each person in excess of 64 persons	1	4	0	1	10	0

For the purposes of the above, the number of persons mentioned does not include the driver of the vehicle and the seating capacity of a vehicle shall be determined in accordance with provisions made by regulations under section twelve of the Roads Act, 1920.

The expression " pneumatic tyres " means such tyres as may be declared by regulations made under the said section twelve to be pneumatic tyres within the meaning of this paragraph.

2. TRUCKS

Vehicles, including tricycles weighing more than 8 cwt. unladen, constructed or adapted for use and used for the conveyance of goods or burden of any description, whether in the course of trade or otherwise

	Vehicles fitted entirely with pneumatic tyres.			Other Vehicles.		
	£	s.	d.		s.	d.
Not exceeding 12 cwt.	10	0	0	10	0	0
Exceeding 12 cwt. but not exceeding 1 ton	15	0	0	15	0	0
,, 1 ton ,, ,, 1½ tons	20	0	0	20	0	0
,, 1½ tons ,, ,, 2 tons	25	0	0	25	0	0
,, 2 tons ,, ,, 3 tons	32	0	0	40	0	0
,, 3 tons ,, ,, 4 tons	38	8	0	48	0	0
,, 4 tons ,, ,, 5 tons	43	4	0	54	0	0
,, 5 tons	48	0	0	60	0	0
With an additional duty, in any case, if used for drawing a trailer, of	6	0	0	6	0	0

Exceptions to these rates are made in the case of showmen's vehicles. Specially reduced rates are allowed provided they comply with regulations as to tyres etc. to reduce road damage.

3. AGRICULTURAL AND HAULAGE VEHICLES

Vehicles registered under the Roads Act, 1920, in the name of a person engaged in agriculture and used solely by that person for the purpose of the conveyance of the produce of, or of articles required for the purposes of, the agricultural land which he occupies, and for no other purpose

	Vehicles fitted entirely with pneumatic tyres.			Other Vehicles.		
	£	s.	d.	£	s.	d.
Not exceeding 12 cwt.	10	0	0	10	0	0
Exceeding 12 cwt. but not exceeding 1 ton	15	0	0	15	0	0
,, 1 ton ,, ,, 2 tons	20	0	0	20	0	0
,, 2 tons	20	0	0	25	0	0

For the purposes of the foregoing paragraph (c), a vehicle registered under the Roads Act, 1920, in the name of a person engaged in agriculture, shall not be deemed to be used otherwise than solely by that person for the purpose of the conveyance of the produce of, or of articles required for the purposes of, the agricultural land which he occupies by reason only that on an occasion when the vehicle is being used by that person for that purpose it is also used for the conveyance for some other person engaged in agriculture of the produce of, or articles required for the purposes of, agricultural land occupied by that other person if it is shown :

(a) That the vehicle is so used only occasionally ;

(b) That the goods conveyed for that other person represent only a small proportion of the total amount of goods which the vehicle is conveying on that occasion ;

(c) That no payment or reward of any kind is, or is agreed to be, made or given for the conveyance of the goods of that other person.

4. Six-wheeled Vehicles (Articulated)

The taxation of these six-wheeled vehicles is governed by Section 10 of the Finance Act of 1923, which reads :

(1) Where a vehicle is used in combination with a trailer which has not more than two wheels in contact with the ground, and is so constructed and by partial superimposition so attached to the vehicle that at all times the weights on the rear axle of the vehicle exceed the weight of the axle of the trailer, the vehicle and trailer shall for the purpose of determining the rate of duty chargeable under the Second Schedule, to the Finance Act, 1920, but not for any other purpose, be treated as if it were a single vehicle used for drawing a trailer.

(2) This Section shall come into operation on the first day of January, 1924.

5. Six-wheeled Vehicles (Rigid)

A rigid six-wheeled vehicle has no standard for taxation in this country as such, and is treated exactly as any other commercial vehicle with four wheels. Its tax is, therefore, according to its unladen weight, irrespective of the number of wheels.

6. Private Cars

Not exceeding 6 H.P., or electrically propelled, £6.

Exceeding 6 H.P., £1 for each unit or part of a unit of horse power.

7. Electric Vehicles

Vehicles (including tricycles weighing more than 8 cwt. unladen) constructed or adapted for use and used for the conveyance of goods or burden of any description whether in the course of trade or otherwise :—

(a) Being vehicles which are electrically propelled

	Vehicles fitted entirely with pneumatic tyres.			Other Vehicles.		
	£	s.	d.	£	s.	d.
Not over 25 cwt. (unladen weight)	6	0	0	6	0	0
Over 25 cwt. but not over 2 tons (unladen weight)	13	0	0	13	0	0
,, 2 tons ,, 3 tons ,,	16	0	0	20	0	0
,, 3 tons ,, 4 tons ,,	19	4	0	24	0	0
,, 4 tons ,, 5 tons ,,	21	12	0	27	0	0
,, 5 tons (unladen weight)	24	0	0	30	0	0
With an additional duty, in any case, if used for drawing a trailer, of	6	0	0	6	0	0

8. PETROL TAX

(1) A customs duty at the rate of fourpence per gallon shall be payable on all hydrocarbon oils imported into the United Kingdom on or after the twenty-fifth day of April, nineteen hundred and twenty-eight, and on all hydrocarbon oils so imported before that date and landed therein on or after that date.

(2) There shall be allowed from the duties a rebate at the rate of fourpence per gallon on the delivery for home consumption of any goods other than light oils.

NOTES—(a) For the purposes of this subsection the expression " light oils " means hydrocarbon oils of which not less than fifty per cent. by volume distils at a temperature not exceeding one hundred and eighty-five degrees centigrade, or of which not less than ninety-five per per cent. by volume distils at a temperature not exceeding two hundred and forty degrees centigrade, or which gives off an inflammable vapour at a temperature of less than 22.8 degrees centigrade when tested in manner prescribed by the Acts relating to petroleum.

(b) The method of testing oils for the purpose of ascertaining whether they comply with the foregoing provisions relating to the distillation of a certain volume thereof at a certain temperature shall be such as the Commissioners may prescribe.

(c) In the Act the expression " hydrocarbon oils "means petroleum oils, coal tar, and oils produced from coal, shale, peat or any other bituminous substance, and all liquid hydrocarbons.

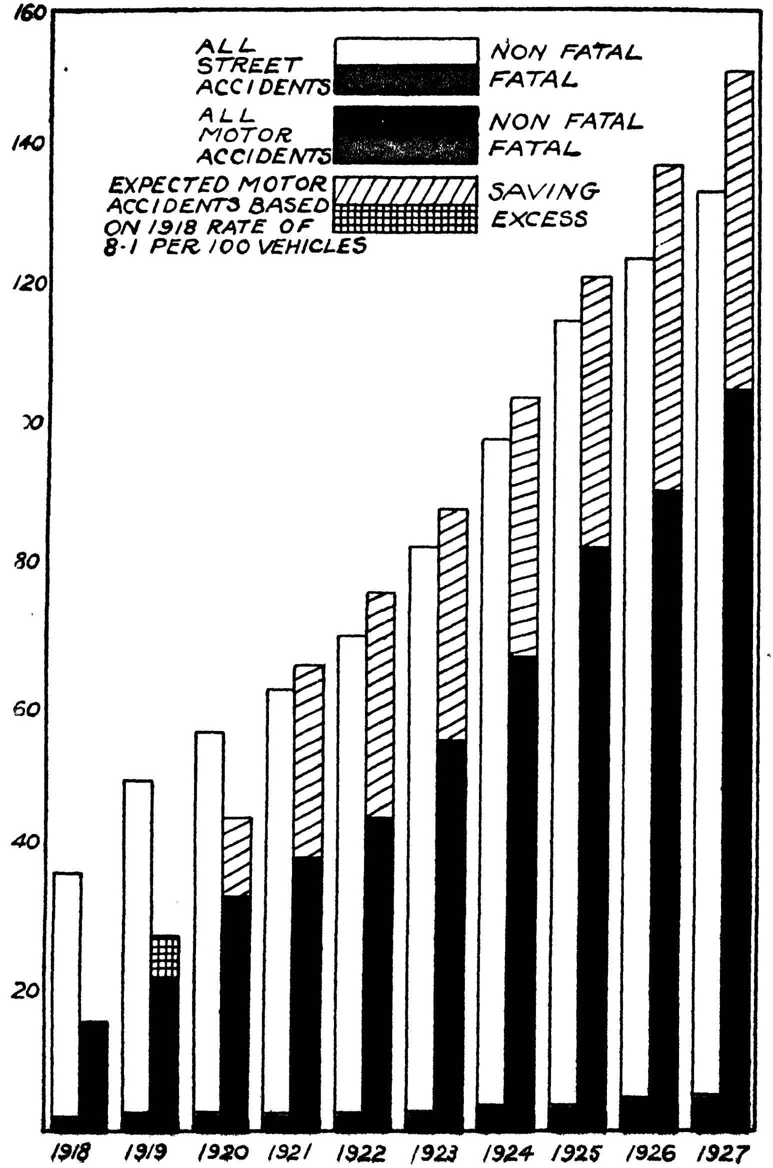
DEFINITIONS

UNLADEN WEIGHT.—" Relating to the use of vehicles on roads, the weight unladen of any vehicle shall be taken to be the weight of the vehicle inclusive of the body and all parts (the heavier being taken where alternative bodies or parts are used) which are necessary to or ordinarily used with the vehicle when working on a road, but exclusive of the weight of water, fuel or accumulators (other than boilers) used for the purpose of propulsion and of loose tools or loose equipment :—

" Provided that, in the case of a vehicle which weighs more than seven and a quarter tons and is specially constructed so that all or part of the superstructure is a permanent, or essentially permanent, fixture, and the axle weights of which do not exceed the maximum axle-weights prescribed under the Motor Car Act, 1903, or any Act amending that Act, the weight unladen of the vehicle shall be deemed to be seven and a quarter tons."

HORSE POWER.—" The square of the internal diameter of the cylinder in inches, multiplied by the number of cylinders, and divided by 2.5 =Treasury rating.

STREET ACCIDENTS
Actual and Expected.



ROAD ACCIDENTS

The rapid increase in motor traffic shewn in the last section has inevitably led to an increase in street accidents. In the following Table the statistics of street accidents for the whole of Great Britain are given from 1918 to 1927 :

TABLE X

STREET ACCIDENTS IN GREAT BRITAIN

	All Street Accidents			Motor Vehicle Accidents			% Motor to Total		
Year	Fatal.	Non-Fatal.	Total.	Fatal.	Non-Fatal.	Total.	Fatal.	Non-Fatal.	Total.
1918	2,094	34,591	36,685	1,280	14,053	15,333	61.1	40.6	41.8
1919	2,488	47,262	49,750	1,746	25,609	27,355	70.2	54.2	55.0
1920	2,704	53,734	56,438	2,010	31,219	33,229	74.3	58.1	58.9
1921	2,678	59,943	62,621	2,091	36,609	38,700	78.1	61.1	61.8
1922	2,768	67,429	70,197	2,222	42,058	44,280	80.3	62.4	63.2
1923	2,979	80,122	83,101	2,435	53,084	55,519	81.8	62.8	66.8
1924	3,631	94,584	98,215	3,019	64,318	67,337	83.1	68.0	68.6
1925	3,971	111,502	115,473	3,401	79,377	82,788	85.6	71.2	71.7
1926	4,803	119,484	124,287	4,155	86,890	91,045	86.5	72.8	73.3
1927	5,195	128,748	133,943	4,593	100,870	105,463	88.4	78.3	78.7

It is to be expected that as the general public becomes more used to motor traffic and more experienced in the management of motor vehicles, especially of motor cycles which accounted for 33,500 of the total of 105,463 motor vehicle accidents during 1927, this tendency will be checked.

It is significant that the number of motor accidents per hundred motor vehicles registered has been nearly stationary for the last seven years and is only half the corresponding figure for 1919.

TABLE XI

MOTOR ACCIDENTS AND MOTOR VEHICLES REGISTERED

Year	No. of Motor Accidents.	No. of Motor Vehicles Registered.	Motor Accidents per annum per 100 Motor Vehicles Registered.
1918	15,333	189,000	8.1
1919	27,355	271,000	10.1
1920	33,629	551,000	6.1
1921	38,700	816,000	4.7
1922	44,280	942,000	4.7
1923	55,519	1,094,000	5.0
1924	66,874	1,289,000	5.2
1925	83,241	1,501,000	5.5
1926	91,045	1,696,000	5.3
1927	105,463	1,865,336	5.6

Further, of 133,943 street accidents in Great Britain in 1927, 45,196 occurred in the metropolitan police district. The prospect of an absolute decrease depends on the attention paid to " Safety First " by pedestrians no less than the care exercised by the manufacturers and drivers of motor vehicles.

ROAD TRANSPORT AND RAILWAYS

In a review of the relations between road transport and railways in the 1927 edition of this booklet, the opinion was hazarded that "the prosperity of both road and rail hauliers must in the long run depend on improving and cheapening their service to the community" and that "these objects will be furthered by mutual co-operation rather than by fostering a supposed antagonism." The passage into law in the summer of 1928 of the Railway (Road Transport) Bills should prove to be a milestone on the road to co-operation between road and rail.

It is not to be supposed that all the railway antagonism to road transport will immediately give way to this spirit of co-operation. Clearly the new powers of the railways could be used to "sabotage" existing road services in the attempt to drive road-borne traffic back to the rails, no less than to develop new bona-fide railway road services on a co-operative basis. It seems unlikely, however, that public opinion would countenance a reactionary policy indefinitely, while self-interest will be a powerful factor in inducing the Railway Companies to exploit the possibilities which their new powers open up to them.

Already there would seem to be signs of realisation in railway circles that road competition even in recent years has not played so important a part in causing the difficulties of the railway companies as it has been the custom to urge. As regards passenger traffic the returns of the total number of passenger journeys made on the railways throw some light on the nature of road competition under this heading.

TABLE XII

TOTAL NUMBER OF PASSENGER JOURNEYS (000)

	1913	1923	1924	1925	1926	1927
First Class ..	88,212	101,225	95,820	91,534	81,444	78,905
Second Class	56,456	48,350	32,925	32,021	29,648	29,135
Third Class ..	1,405,032	1,622,191	1,618,109	1,619,762	1,430,787	1,542,973
TOTAL ..	1,549,790	1,771,767	1,746,854	1,743,318	1,541,879	1,651,013

First and second-class passenger journeys have consistently declined and are now below the pre-war figure. This is no doubt due to road competition, but it is the competition of the private car and not of commercial road transport. The new service of personal and individual transportation provided by the private car is provided at present in no other way. This traffic cannot therefore be regained by the railways.

Third-class passenger journeys have also fallen off compared with 1925, but have increased by 6.5% as compared with 1913 or in direct ratio to the increase in population. Commercial road transport has therefore to a large extent created its own demand. To the extent that it has diverted traffic from the railways it has done so by virtue of its superior flexibility by providing door to door transportation.

From the following analysis of passenger traffic taken on typical main roads it will be seen that generally speaking the private car is responsible for the greater portion of road passenger traffic.

TABLE XIII

Road between	Percentage travelling by				Total Number of Passengers.
	Chara-banc.	Omni-bus.	Motor Car & Motor Cycle.	Cycle.	
London and Brighton	6.9	3.2	83.7	6.2	13,872
,, ,, Hatfield	1.8	2.2	87.0	9.0	10,345
,, ,, Bath	2.0	6.9	85.3	5.8	12,590
Birmingham and Wolverhampton	.65	11.6	78.2	9.55	2,000
Bristol and Weston-super-Mare	10.6	13.2	70.4	5.8	12,350
,, ,, Gloucester ..	2.1	12.9	73.7	11.2	3,765
,, ,, Bath	1.4	19.4	68.6	10.6	4,854
Gloucester and Cheltenham ..	2.0	12.2	73.3	12.5	4,025
Dover and Folkestone ..	1.8	40.1	52.6	5.5	3,923
Canterbury and Folkestone ..	4.7	4.1	88.0	3.2	1,554
,, ,, Ashford ..	9.66	4.09	83.54	2.71	9,224
,, ,, Faversham ..	7.1	4.6	84.7	3.6	4,891
Maidstone and Sevenoaks ..	1.5	8.5	85.0	5.0	3,225
Brighton and Lewes	1.0	11.8	82.5	4.7	5,857
Eastbourne and Hastings ..	7.3	4.6	86.1	2.1	10,366
Portsmouth and Fareham ..	3.3	9.4	76.0	11.3	7,499
AVERAGE	3.99	10.55	78.66	6.8	—

The following analysis of the issue of single tickets for four weeks ending 29th February, 1928, by forty provincial members of the London and Provincial Omnibus Owners' Association shows that an overwhelming proportion of their passenger traffic is over short distances.

TABLE XIV

Fare Classes.	Tickets Sold.	Percentage of Total No. of Tickets Sold.
½d. to 3d.	26,301,350	79.190
3½d. to 6d.	4,926,166	14.835
6½d. to 9d.	1,162,494	3.503
10d. to 1s.	588,682	1.773
1s. to 5s. 3d. (highest fare)	233,137	.699
TOTAL	33,211,829	100

As regards goods traffic the returns of tonnage hauled on railways for 1913 and five post-war years are given in the following table :—

TABLE XV

000 Tons	1912	1923	1924	1925	1926	1927
General Merchandise	67,755	58,979	60,943	59,739	53,439	60,567
Fuel	225,601	222,234	209,160	193,661	114,098	199,306
Other Minerals	71,067	62,052	65,392	62,549	48,059	65,486
TOTAL	364,423	343,266	335,496	315,951	215,597	325,460

In 1927 the tonnage of general merchandise was nearly back to the 1924 level. Though still well below the pre-war mark, these figures must fluctuate closely with, and are indeed often used as, an index of general industrial activity. In post-war years in which an unemployment figure of over a million has been the rule it is not surprising that the tonnage of industrial products hauled by rail should be low. The big drop in railway goods haulage, however, has been in fuel which is directly attributable to the depression in the coal industry and in which road transport is not competitive.

It is not contended that there has been no diversion of goods traffic from rail to road. The total net ton miles worked in 1927 on the railways were 18,847,336,473. The number of motor trucks in 1927 was 280,000. Assuming an average annual mileage per truck of 15,000 miles, of which half would be run empty, and an average capacity of two tons, total motor truck ton miles worked would be roughly 4,200,000,000. On the other hand it must be borne in mind that the railway traffic created by the motor industry is a very important set-off to this diversion. The following categories of such traffic give some indication of its extent :—

Conveyance of materials for the construction and repair of roads (in 1925, 12,272,000 tons).
Conveyance of materials for the construction and repair of motor garages and factories.
Conveyance of materials for the construction of new houses on omnibus routes outside towns.
Conveyance of raw materials used in tyre manufacture.
Conveyance of motor spirit, lubricants and crude oil for refineries (in 1925, 2,285,000 tons).

On balance there is reason to think that the motor industry and the consequences of its development have created more railway freight than road transport has diverted.

It may be argued, in spite of the facts given above, that the financial difficulties of the railways must in some way be aggravated by road competition. In this connection it should be borne in mind that, as between 1923 and 1927 at least, the drop in net receipts of the railways is not principally in " railway net receipts " but in " non railway net receipts," i.e., their ancillary services. The relevant figures are given below.

TABLE XVI

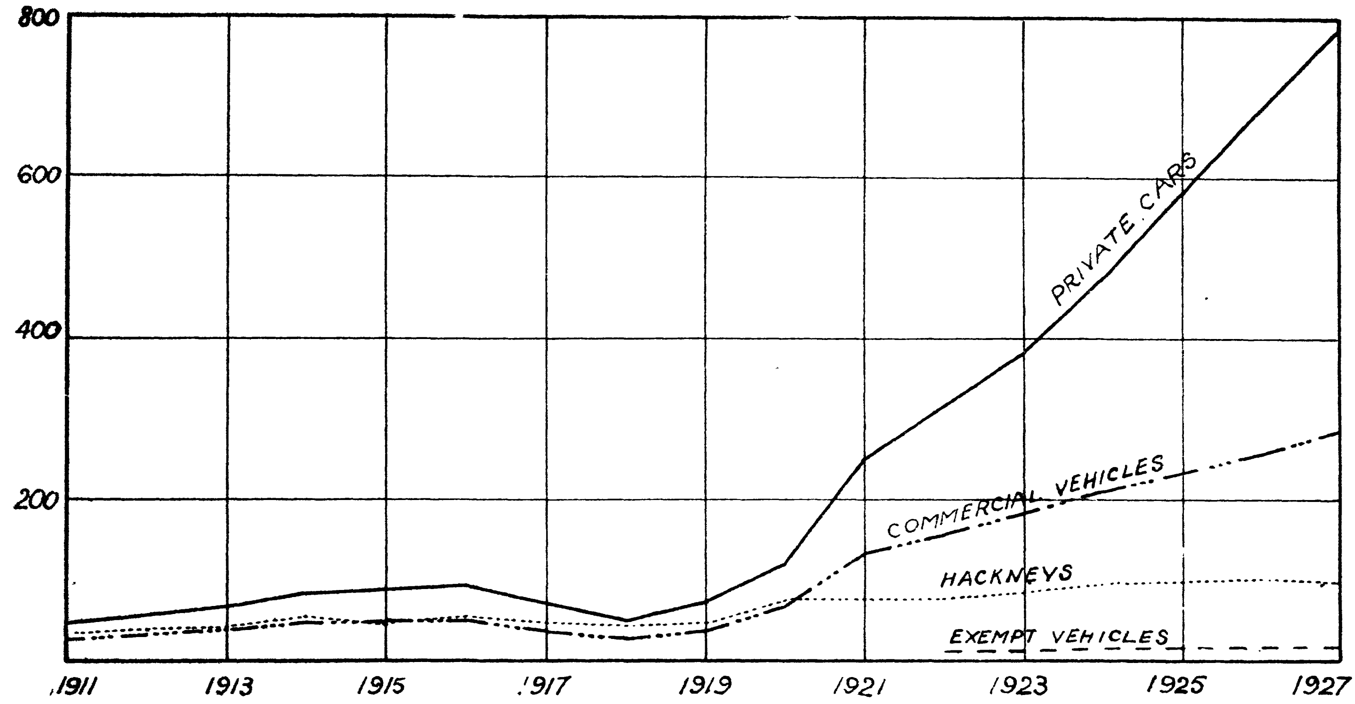
NET RECEIPTS

		Total	Non-Railway	Railway
		£	£	£
L.M.S.R. ..	1923	18,629,369	3,111,363	15,518,006
	1927	17,310,691	1,809,308	15,501,383
L.N.E.R. ..	1923	13,184,763	2,360,823	10,823,940
	1927	11,275,425	1,244,285	10,031,140
G.W.R. ...	1923	7,678,604	1,771,773	5,906,831
	1927	7,823,927	1,524,324	6,299,603
S.R.	1923	6,092,635	1,551,359	4,541,276
	1927	6,219,551	1,827,409	4,392,142
Total..	1923	45,585,371	8,795,318	36,790,053
	1927	42,629,594	6,405,326	36,224,268
Decrease in Net Receipts		—2,955,777	—2,389,992	—565,785

A further argument sometimes advanced is that road competition is " unfair " either in respect of inadequate contributions to road costs by road hauliers, or in comparison with the railways in the matter of labour cost owing to alleged lower standard of wages and working conditions operating in road transport concerns.

The first of these arguments has already been refuted in the Section dealing with road costs and motor taxation in which it was shewn that for some years road transport has borne its fair share of Road Costs and at the present time it is actually contributing taxation equal to four-fifths of all Road Costs for the Country which is clearly excessive.

The argument with regard to Labour Costs is equally unfounded in fact. The wages of Railway Road Transport drivers are from 50s. to 60s. maximum per 48 hours week. Road Transport Companies drivers are paid from 52s. to 72s. maximum for 48 hours week. Only signalmen (Special Class) and Engine Drivers (after first year) of all Railway employees are paid as highly as Road Transport drivers.



CONSUMPTION OF MOTOR VEHICLES

PART II.

BRITISH MOTOR MARKET

CONSUMPTION

MOTOR VEHICLES—SUMMARY

The growth in the number of motor vehicles of different types in use in Great Britain is traced in the following Table from 1904-1927. The number of motor cycles has also been included for the sake of comparison.

TABLE XVII

Year	Private Cars	Trucks	Hackneys	Exempt Vehicles	Total Motor Vehicles	Motor Cycles	Grand Total
1904					13,000	32,000	45,000
1905					23,000	33,000	56,000
1906		Not separately available for these years			33,000	34,000	67,000
1907					45,000	35,000	80,000
1908					57,000	35,000	92,000
1909					65,000	36,000	101,000
1910					78,000	36,000	114,000
1911	47,000	25,000	32,000	—	104,000	48,000	152,000
1912	57,000	31,000	35,000	—	123,000	70,000	193,000
1913	68,000	37,000	39,000	—	144,000	98,000	243,000
1914	85,000	47,000	51,000	—	183,000	124,000	307,000
1915	90,000	49,000	44,000	—	183,000	138,000	321,000
1916	92,000	49,000	51,000	—	192,000	153,000	345,000
1917	71,000	39,000	47,000	—	157,000	119,000	276,000
1918	50,000	28,000	42,000	—	120,000	69,000	189,000
1919	71,000	38,000	47,000	—	156,000	115,000	271,000
1920	122,000	66,000	75,000	—	263,000	288,000	551,000
1921	250,000	135,000	76,000	—	461,000	355,000	816,000
1922	315,000	159,000	78,000	12,000	564,000	378,000	942,000
1923	381,000	181,000	86,000	13,000	664,000	430,000	1,094,000
1924	474,000	210,000	94,000	15,000	793,000	496,000	1,289,000
1925	580,000	232,000	99,000	16,000	927,000	574,000	1,501,000
1926	684 000	257,000	101,000	17,000	1,059,000	637,000	1,696,000
1927	787,000	283,000	96,000	18,000	1,184,000	681,000	1,865,000

NOTE.—The corresponding figures for 1927 for the whole of the United Kingdom were:

	Private.	**Trucks.**	**Hackney.**	**Exempt.**	**Total M.V.'s.**	**M.C.**	**G. Total.**
1927	800,112	288,015	98,823	19,040	1,205,990	690,675	1,896,665

DISTRIBUTION OF MOTOR VEHICLES IN THE UNITED KINGDOM BY COUNTIES 1928

TABLE XVIII

ENGLAND

County	Private Cars (1)	Trucks (2)	Hackneys (3)	Exempt Vehicles (4)	Total Cols. 1–4 (5)	Motor Cycles (6)	Total Vehicles (7)
Bedfordshire ..	4,902	1,604	576	50	**7,132**	5,828	**12,960**
Berkshire	9,529	2,672	855	109	**13,165**	7,535	**20,700**
Buckinghamshire	7,615	1,800	651	119	**10,185**	6,540	**16,725**
Cambridgeshire ..	5,550	1,555	550	60	**7,715**	7,030	**14,745**
Cheshire	24,085	6,131	1,891	215	**32,322**	15,725	**48,047**
Cornwall	6,646	2,153	1,316	89	**10,204**	6,707	**16,911**
Cumberlandshire	4,411	1,452	739	86	**6,688**	5,290	**11,978**
Derbyshire	10,381	4,542	1,714	189	**16,826**	12,728	**29,554**
Devonshire	16,657	4,833	2,522	237	**24,249**	13,817	**38,066**
Dorsetshire	6,698	2,242	898	448	**10,286**	6,714	**17,000**
Durham	10,735	4,242	1,961	224	**17,162**	15,294	**32,456**
Essex	27,330	8,564	2,462	330	**38,686**	24,620	**63,306**
Gloucestershire ..	17,257	5,117	2,119	146	**24,639**	16,281	**40,920**
Hampshire	25,508	7,497	3,299	296	**36,600**	21,094	**57,694**
Herefordshire ..	3,325	653	327	37	**4,342**	2,809	**7,151**
Hertfordshire ..	10,931	4,339	903	108	**16,281**	9,125	**25,406**
Huntingdonshire	1,403	456	154	16	**2,029**	1,968	**3,997**
Kent	25,119	8,532	2,800	344	**36,795**	20,630	**57,425**
Lancashire	63,639	30,946	5,911	831	**101,327**	46,949	**148,276**
Leicestershire ..	11,002	4,135	1,058	105	**16,300**	11,439	**27,739**
Lincolnshire ..	12,883	3,909	1,244	162	**18,198**	17,187	**35,385**
London	81,091	42,175	15,312	4,442	**143,020**	43,239	**186,259**
Middlesex	35,092	7,830	1,559	4,851	**49,332**	22,703	**72,035**
Norfolk	10,516	3,352	1,889	95	**15,852**	10,241	**26,093**
Northamptonshire	7,845	2,281	808	258	**11,192**	8,708	**19,900**
Northumberland	10,587	3,738	1,028	195	**15,548**	10,084	**25,632**
Nottinghamshire	11,418	4,232	1,245	161	**17,056**	13,369	**30,425**
Oxfordshire.. ..	5,988	1,545	651	130	**8,314**	5,490	**13,804**
Rutlandshire ..	474	125	48	2	**649**	540	**1,189**
Salop	6,056	1,866	666	54	**8,642**	5,382	**14,024**
Somersetshire ..	12,856	3,515	1,605	206	**18,182**	12,250	**30,432**
Staffordshire ..	17,904	8,593	2,457	181	**29,135**	18,622	**47,757**
Suffolk	8,273	2,629	1,115	50	**12,067**	7,750	**19,817**
Surrey	36,415	7,472	2,047	301	**46,235**	21,763	**67,998**
Sussex	21,519	6,418	2,642	253	**30,832**	14,580	**45,412**
Warwickshire ..	31,692	10,067	1,794	372	**43,925**	37,427	**81,352**
Westmoreland ..	1,886	540	300	30	**2,756**	2,181	**4,937**
Wiltshire	7,549	2,482	1,119	172	**11,322**	8,242	**19,564**
Worcestershire ..	8,606	2,950	825	77	**12,458**	8,676	**21,134**
Yorkshire	67,971	25,329	6,686	1,041	**101,027**	67,714	**168,741**
TOTAL	689,344	244,513	77,746	17,072	**1.028,675**	594,271	**1,622,946**

WALES

County	Private Cars (1)	Trucks (2)	Hackneys (3)	Exempt Vehicles (4)	Total Cols. 1–4 (5)	Motor Cycles (6)	Total Vehicles (7)
Anglesey	854	296	282	9	**1,441**	1,177	**2,618**
Breconshire ..	893	255	152	6	**1,306**	1,152	**2,458**
Carnarvonshire ..	1,894	723	660	25	**3,302**	2,416	**5,718**
Cardiganshire ..	897	275	334	18	**1,524**	820	**2,344**
Carmarthenshire..	2,149	1,138	672	11	**3,970**	2,592	**6,562**
Denbighshire ..	2,871	1,121	568	32	**4,592**	2,490	**7,082**
Flintshire	1,887	784	422	21	**3,114**	1,815	**4,929**
Glamorganshire ..	13,447	5,736	2,032	218	**21,433**	13,060	**34,493**
Merionethshire ..	633	257	192	25	**1,107**	978	**2,085**
Monmouthshire ..	4,408	1,772	819	108	**7,107**	5,240	**12,347**
Montgomeryshire	924	329	192	22	**1,467**	1,191	**2,658**
Pembrokeshire ..	1,553	521	281	27	**2,382**	1,718	**4,100**
Radnorshire ..	424	120	99	4	**647**	620	**1,267**
TOTAL	32,834	13,327	6,705	526	**53,392**	35,269	**88,661**

DISTRIBUTION OF MOTOR VEHICLES IN THE UNITED KINGDOM BY COUNTIES, 1928—*continued.*

SCOTLAND

County	Private Cars (1)	Trucks (2)	Hackneys (3)	Exempt Vehicles (4)	Total Cols. 1–4 (5)	Motor Cycles (6)	Total Vehicles (7)
Aberdeen	5,095	1,637	982	76	**7,790**	5,679	**13,469**
Argyll	903	418	613	17	**1,951**	647	**2,598**
Ayrshire	3,791	1,619	778	64	**6,252**	3,034	**9,286**
Banff	772	214	231	9	**1,226**	1,028	**2,254**
Berwick	875	331	106	15	**1,327**	841	**2,168**
Bute	82	129	201	8	**420**	107	**527**
Caithness	280	137	124	8	**549**	492	**1,041**
Clackmannan	414	141	37	8	**600**	376	**976**
Dumfries	2,060	591	221	26	**2,898**	1,423	**4,321**
Dumbarton	1,756	486	272	36	**2,550**	940	**3,490**
E. Lothian	905	380	124	14	**1,423**	827	**2,250**
Fife	3,425	1,266	671	66	**5,428**	4,066	**9,494**
Forfarshire	4,168	1,058	383	41	**5,650**	3,701	**9,351**
Inverness	1,189	478	540	28	**2,235**	1,270	**3,505**
Kincardine	660	149	116	8	**933**	972	**1,905**
Kinross	233	65	19	6	**323**	234	**557**
Kirkcudbright	1,171	270	184	11	**1,636**	807	**2,443**
Lanarkshire	13,827	7,456	1,753	244	**23,280**	7,921	**31,201**
Midlothian	8,462	3,031	1,184	128	**12,805**	5,098	**17,903**
Moray	890	170	137	10	**1,207**	954	**2,161**
Nairn	196	32	19	2	**249**	170	**419**
Orkney	148	60	123	7	**338**	561	**899**
Peebles	364	129	60	8	**561**	346	**907**
Perth	3,420	941	452	31	**4,844**	2,891	**7,735**
Renfrew	3,027	1,106	320	49	**4,502**	1,436	**5,938**
Ross & Cromarty	768	410	306	18	**1,502**	764	**2,266**
Roxburgh	1,224	340	158	18	**1,740**	934	**2,674**
Selkirk	455	189	98	8	**750**	416	**1,166**
Stirling	2,051	910	467	46	**3,474**	1,802	**5,276**
Sutherland	223	119	96	11	**449**	329	**778**
W. Lothian	683	453	154	24	**1,314**	954	**2,268**
Wigtown	813	275	205	11	**1,304**	581	**1,885**
Zetland	102	75	167	5	**349**	269	**618**
TOTAL	64,432	25,065	11,301	1,061	**101,859**	51,870	**153,729**

NORTHERN IRELAND

County	Private Cars (1)	Trucks (2)	Hackneys (3)	Exempt Vehicles (4)	Total Cols. 1–4 (5)	Motor Cycles (6)	Total Vehicles (7)
Antrim	7,372	2,861	1,266	285	**11,784**	4,467	**16,251**
Armagh	947	347	334	4	**1,632**	664	**2,296**
Down	2,471	959	481	35	**3,496**	2,222	**6,168**
Fermanagh	433	131	166	6	**736**	290	**1,026**
Londonderry	1,331	415	404	30	**2,180**	823	**3,003**
Tyrone	948	397	420	21	**1,786**	799	**2,585**
TOTAL	13,502	5,110	3,071	381	**22,064**	9,265	**31,329**
TOTAL U.K.	800,112	288,015	98,823	19,040	**1,205,990**	690,675	**1,896,665**

The figure of 36.5 persons per Motor Vehicle (excluding Motor Cycles) for the United Kingdom compares as follows with other principal Motor using countries :

Country	Persons per Motor Vehicle	Country	Persons per Motor Vehicle
U.S.A.	5.1	United Kingdom	36.5
New Zealand	9.1	France	41.8
Canada	10.1	Germany	162.4
Australia	13.8	Italy	274.7
South Africa*	15.7		

* White Population only.

PRIVATE CARS.

In the following Table the number of private cars in use is given from **1911** to **1927** together with the annual percentage increase and the number of persons per car in Great Britain. As the ratio of cars to population increases it is to be expected that the annual rate of increase in cars will slacken.

TABLE XIX

Year	Consumption	% Increase or Decrease	Persons per car
1911	47,000		869.7
1912	57,000	21.3	720.4
1913	68,000	19.3	607.3
1914	85,000	25.0	490.7
1915	90,000	5.8	445.0
1916	92,000	2.2	428.6
1917	71,000	—22.8	549.3
1918	50,000	—29.5	776.7
1919	71,000	29.5	566.8
1920	122,000	71.9	345.1
1921	250,000	105.0	171.0
1922	315,000	26.2	136.7
1923	384,000	21.9	112.7
1924	474,000	23.5	92.0
1925	580,000	22.3	75.4
1926	684,000	17.9	64.2
1927	787,000	15.0	55.9

The figure of 55.9 persons per private car given in the above Table for Great Britain in 1927 compares as follows with other principal motor using countries.

	No. of persons per Private Car.
United States.............	5.8
New Zealand*	11.0
Canada	11.5
South Africa*	17.1
Australia*................	17.5
Great Britain	55.9
France	60.8
Germany	239.2
Italy	353.3

*White Population only.

In the following Table an analysis of cars by horse-power classes for the whole of the United Kingdom is given Columns (1) and (7) relate to the total number of cars registered as at a date, and the remaining columns the total number of new cars registered for the first time during a period.

TABLE XX

GREAT BRITAIN

	No. owned as at Sept. 1926	New Cars registered during 1927. Quarter ending Feb.				Total 1927.	No. owned as at Sept. 1927	New Cars reg. during 1928. Qtr ending Feb.	
			May	Aug.	Nov.				May
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
7 h p.	11,148	670	1,255	937	532	3,391	11,079	495	769
8 ,, ...	35,411	4,570	7,414	6,324	4,243	22,551	54,668	5,265	9,293
9 ,, ...	43,677	786	2,114	901	534	4,335	15,886	1,205	2,798
10 ,, ...	41,038	1,429	2,549	2,222	1,033	7,233	45,468	1,028	1,627
11 ,, ...	66,168	1,687	3,286	2,533	1,149	8,655	72,682	889	1,277
12 ,, ...	174,700	7,021	12,330	7,753	7,392	34,496	203,834	8,017	12,979
13 ,, ...	27,307	3,667	6,167	4,631	3,614	18,079	42,894	4,501	6,897
14 ,, ...	76,554	5,087	9,792	6,132	4,570	25,581	96,922	4,292	6,775
15 ,, ...	10,720	721	1,722	961	413	3,817	14,592	1,092	1,730
16 ,, ...	40,985	1,062	1,533	1,500	1,063	5,158	41,557	1,246	2,448
17 ,, ...	3,387	421	616	632	391	2,060	4,371	544	892
18 ,, . . .	13,746	1,352	2,697	1,801	1,052	6,902	19,024	986	2,797
19 ,, ...	15,235	29	32	35	32	128	13,505	64	74
20 ,, ...	10,850	558	1,101	716	464	2,839	11,856	994	1,222
21 ,, ...	11,794	517	901	737	435	2,590	12,537	562	833
22 ,, ...	13,055	319	406	401	380	1,506	12,778	338	679
23 ,, ...	45,469	510	1,149	677	331	2,667	37,711	270	341
24 ,, ...	10,467	702	1,377	968	553	3,600	12,843	785	987
25 ,, ...	2,378	124	174	146	146	590	2,318	195	250
26 ,, ...	4,213	153	38	44	370	605	3,333	328	495
28 ,, ...	6,221	35	86	42	21	184	5,480	31	144
30 ,, ...	4,358	159	293	192	148	792	4,372	180	260
31 ,, ...	4,560	32	65	40	24	161	1,109	8	5
44 ,, ...	624	77	114	102	75	368	906	73	125
49 ,, ...	3,124	3	6	8	3	20	2,923	2	8
Other h.p.'s . .	6,803	198	324	265	189	976	5,959	240	431
TOTAL	683,992	31,889	57,541	40,700	29,157	159,287	786,610	33,633	56,136

NORTHERN IRELAND

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
7 h.p.	97	4	9	6	1	20	112	4	4
8 ,, ...	803	54	85	69	58	266	931	51	118
9 ,, ...	547	9	26	10	5	50	634	13	65
10 ,, ...	771	22	47	34	14	117	894	16	21
11 ,, ...	1,334	37	55	66	28	186	1,548	11	44
12 ,, ...	3,596	115	181	136	136	568	4,171	154	249
13 ,, ...	893	109	162	166	103	540	1,035	131	220
14 ,, ...	1,190	60	126	74	48	308	1,380	61	80
15 ,, ...	215	5	10	5	4	24	250	14	26
16 ,, ...	446	10	16	12	11	49	517	4	34
17 ,, ...	85	7	12	8	7	34	98	12	11
18 ,, ...	201	6	14	7	4	31	234	5	24
19 ,, ...	227	1	1	1	—	3	263	—	2
20 ,, ...	91	5	5	4	8	22	105	11	11
21 ,, ...	91	3	8	2	2	15	106	4	3
22 ,, ...	157	2	4	1	2	9	182	3	4
23 ,, ...	546	7	19	8	3	37	633	3	10
24 ,, ...	193	5	13	10	1	29	224	10	8
Other h.p.'s. . . .	159	2	2	2	2	8	185	6	4
TOTAL	**11,642**	**463**	**795**	**621**	**437**	**2,316**	**13,502**	**513**	**938**

The geographical distribution of cars by counties on a similar basis will be found below.

TABLE XXI

ENGLAND

	No. owned as at Sept. 1926	New Cars registered during 1927. Quarter ending				Total 1927	No. owned as at Sept. 1927	New Cars reg. during 1928. Qtr. ending	
		Feb.	May	Aug.	Nov.			Feb.	May
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Bedfordshire	4,284	180	327	228	164	899	4,902	211	352
Berkshire	8,428	322	562	365	337	1,586	9,529	263	520
Buckinghamshire	6,492	200	324	273	194	991	7,615	215	339
Cambridgeshire..	4,879	180	340	193	183	896	5,550	196	309
Cheshire	21,830	591	1,146	743	506	2,986	24,085	665	1,073
Cornwall	5,236	200	345	232	212	989	6,646	233	292
Cumberland	4,006	154	275	202	138	769	4,411	167	265
Derbyshire	9,090	368	656	444	360	1,828	10,381	343	555
Devonshire	14,275	656	1,105	850	640	3,251	16,657	691	1,158
Dorsetshire	5,926	188	311	204	215	918	6,698	184	293
Durham	9,616	297	568	418	225	1,508	10,735	258	597
Essex	22,964	702	1,295	929	601	3,527	27,330	774	1,285
Gloucestershire .	14,692	705	1,249	875	678	3,507	17,257	794	1,245
Hampshire	21,912	904	1,509	1,230	842	4,485	25,508	1,026	1,528
Herefordshire ...	2,924	108	184	141	100	533	3,325	110	140
Hertfordshire ...	9,125	311	552	376	303	1,542	10,931	319	571
Huntingdonshire	1,254	37	76	43	30	186	1,403	39	66
Kent...........	21,764	864	1,491	1,046	867	4,268	25,119	759	1,472
Lancashire	56,247	2,688	5,033	3,313	2,475	13,509	63,639	2,730	4,848
Leicestershire ...	9,533	354	656	443	326	1,779	11,002	410	674
Lincolnshire	11,326	405	783	491	365	2,044	12,883	442	710
London	70,496	6,218	10,695	8,504	5,591	31,008	81,091	6,730	11,003
Middlesex	28,588	1,504	2,851	1,843	1,367	7,565	35,092	1,496	2,586
Norfolk	9,071	379	643	478	373	1,873	10,516	388	613
Northamptonshire	6,910	274	534	311	259	1,378	7,845	260	529
Northumberland	9,730	391	712	526	333	1,962	10,587	368	644
Nottinghamshire	10,087	422	819	559	341	2,141	11,418	421	739
Oxfordshire	5,234	311	530	356	335	1,532	5,988	390	535
Rutlandshire ...	409	14	32	22	8	76	474	10	29
Salop	5,303	220	326	275	240	1,061	6,056	237	350
Somersetshire ..	11,109	394	729	490	359	1,972	12,856	418	670
Staffordshire ...	5,286	693	1,354	873	590	3,510	17,904	732	1,273
Suffolk	7,168	240	442	300	223	1,205	8,273	313	407
Surrey	31,715	1,424	2,489	1,708	1,425	7,046	36,415	1,523	2,377
Sussex	18,491	796	1,330	992	803	3,921	21,519	785	1,129
Warwickshire ...	26,856	1,748	3,335	2,143	1,598	8,824	31,692	2,046	3,369
Westmoreland ..	1,668	46	98	57	37	238	1,886	54	88
Wiltshire	6,466	255	380	287	223	1,145	7,549	250	442
Worcestershire ..	7,428	334	595	427	316	1,672	8,606	345	547
Yorkshire	60,235	2,455	4,601	3,110	2,204	12,370	67,971	2,556	4,420
TOTAL	597,953	28,532	51,282	36,300	26,386	142,500	689,344	30,151	50,042

WALES

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Anglesey	787	27	43	34	29	133	854	40	56
Breconshire	789	30	55	42	24	151	893	21	42
Carnarvonshire .	1.672	66	90	92	72	320	1,894	61	99
Cardiganshire ...	930	27	59	39	18	143	897	34	56
Carmarthenshire	1,843	82	141	117	73	413	2,149	64	165
Denbighshire....	2,527	136	191	145	175	647	2,871	134	204
Flintshire.......	1,664	42	84	48	38	212	1,887	48	82
Glamorganshire .	12,056	510	844	771	438	2,563	13,447	434	840
Merionethshire ..	587	20	30	30	19	99	633	22	48
Monmouthshire .	3,809	164	318	210	135	836	4,408	144	285
Montgomeryshire	818	24	35	43	19	121	924	22	43
Pembrokeshire ..	1,426	45	85	58	41	229	1,558	53	75
Radnorshire	383	14	28	24	7	73	424	10	34
TOTAL	29,291	1,187	2,003	1,662	1,088	5,940	32,834	1,087	2,029

CONSUMPTION—PRIVATE CARS—*Continued.*

SCOTLAND

	No. owned as at Sept. 1926	New Cars registered during 1927· Quarter ending Feb.	May	Aug.	Nov.	Total 1927	No. owned as at Sept. 1927	New Cars reg. during 1928. Qtr. ending Feb.	May
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Aberdeen	4,556	150	328	228	99	814	5,095	145	363
Angus..........	3,685	130	289	165	86	670	4,168	100	26
Argyll..........	831	19	36	34	9	98	903	24	230
Ayr	3,220	134	242	145	126	647	3,791	138	32
Banff	686	12	31	14	7	64	772	15	57
Berwick	793	30	51	33	30	144	875	38	2
Bute	76	2	2	1	2	7	82	4	15
Caithness	226	6	17	7	3	33	280	7	21
Clackmannan ...	364	9	20	14	5	48	414	17	122
Dumfries	1,922	67	102	87	62	318	2,060	75	80
Dumbarton	1,561	41	79	49	35	204	1,756	59	26
E. Lothian	808	18	31	22	17	88	905	28	164
Fife............	3,060	89	199	108	61	457	3,425	87	269
Inverness	1,058	46	91	71	33	211	1,189	39	91
Kincardine	616	12	28	22	3	65	660	9	27
Kinross	218	4	11	6	2	23	233	10	4
Kirkcudbright ..	1,095	26	53	30	21	130	1,171	30	71
Lanark	12,133	624	1,185	739	522	3,070	13,827	736	1,154
Midlothian......	7,258	354	682	450	278	1,764	8,462	366	594
Moray	792	28	53	42	18	141	890	17	59
Nairn	154	7	8	11	5	31	196	7	13
Orkney.........	132	1	2	1	1	5	148	–	7
Peebles.........	330	11	16	16	9	52	364	25	16
Perth	2,896	82	195	116	43	436	3,240	90	133
Renfrew	2,589	85	154	110	70	419	3,027	101	169
Ross and Cromarty	658	21	42	27	16	106	768	17	31
Roxburgh	1,145	28	57	29	26	140	1,224	46	49
Selkirk	419	23	35	32	20	110	455	35	35
Stirling.........	1,844	61	144	68	44	317	2,051	75	126
Sutherland	215	6	5	10	5	26	223	2	12
W. Lothian	578	15	30	24	9	78	683	8	22
Wigtown	746	18	30	25	15	88	813	43	39
Zetland	84	2	8	2	1	13	102	2	6
TOTAL	56,748	2,170	4,256	2,738	1,683	10,847	64,432	2,395	4,065

NORTHERN IRELAND

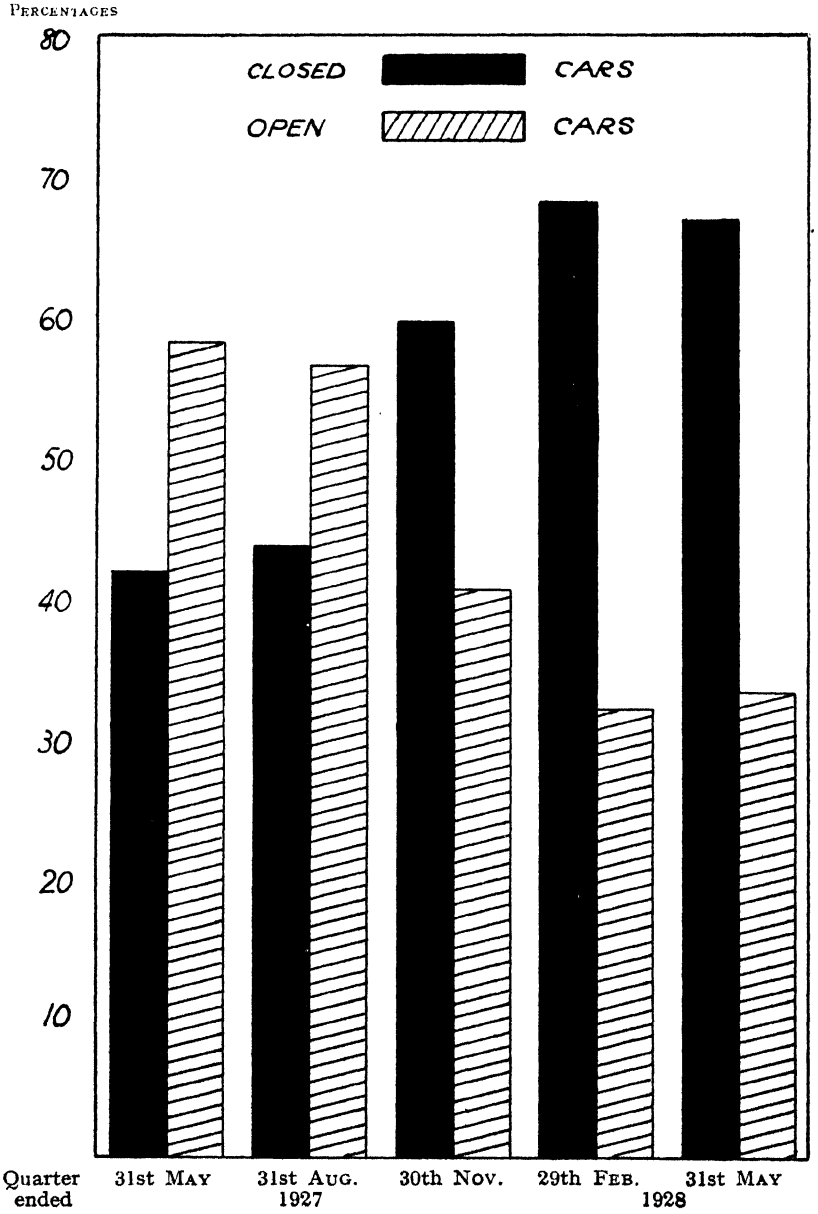
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Antrim	6,382	301	529	368	300	1,498	7,372	368	620
Armagh	745	29	60	13	20	152	947	16	51
Down	2,258	63	102	91	58	314	2,471	66	129
Fermanagh	336	13	20	23	11	67	433	7	22
Londonderry ...	1,135	35	52	56	32	175	1,331	37	69
Tyrone	786	22	32	40	16	110	948	19	47
TOTAL	11,642	463	795	621	437	2,316	13,502	513	938

UNITED KINGDOM

TOTAL ..	**695,634**	**32,352**	**58,336**	**41,321**	**29,954**	**161,603**	**800,112**	**34,146**	**57,074**

In the following sections an attempt is made from available statistics to throw light on some of the principal features of the private car position, viz., Proportion of open and closed models, Potential consumption, Average life of cars and the nature of used car stocks.

SALES OF OPEN AND CLOSED CARS



Open and Closed Models.

On the opposite page is illustrated the percentage of closed models amongst the new Cars registered for the first time in each quarter.

Potential Consumption.

The Tables on the preceding page lead naturally to the question : " What is the potential consumption of private cars in this country ? " On the one hand it is clear that the annual percentage increase in the number of cars registered has already begun to slacken while the amount of the annual increase has remained stationary for three or four years. On the other hand there is still a great discrepancy as between Great Britain and other motor-using countries in the number of persons per car registered, while notably in the United States prophecies of saturation point have been falsified year after year.

In our 1926 issue an attempt was made to throw light on this problem by an examination of the distribution of income in relation to the number of cars in use. Assuming that incomes from £450 to £2,000 per annum represented potential ownership of one car and incomes over £2,000 of two cars, a potential ownership of 835,000 cars was postulated on the basis of the distribution of income at that time as against a total of 580,000 cars actually in use. Since that time the number of incomes above the exemption limit has decreased but, on the other hand, the car purchasing power of a given income has increased owing to the reduced initial cost of cars and the spread of hire purchase. In 1928 it would be safer perhaps in a similar calculation to take all incomes above £400 per annum as representing potential ownership of one car. The approximate distribution of incomes at the present time is given in the following Table :

TABLE XXII—APPROXIMATE DISTRIBUTION OF INCOMES.

Exceeding £	Not Exceeding £	No. of Incomes	Exceeding £	Not Exceeding £	No. of Incomes
147	200	1,808,347	2,000	2,500	22,047
200	250	811,473	2,500	5,000	43,770
250	300	443,566	5,000	10,000	17,695
300	400	401,163	10,000	15,000	4,541
400	500	193,307	15,000	20,000	1,859
500	600	115,568	20,000	25,000	978
600	700	79,401	25,000	30,000	531
700	800	63,188	30,000	40,000	582
800	900	48,638	40,000	50,000	300
900	1 000	39,908	50,000	75,000	308
1,000	1,500	105,600	75,000	100,000	116
1,500	2,000	46,976	100,000	—	138

From the above Table it will be seen that there are 692,586 incomes between £400 and £2,000, and 93,065 over £2,000 (assumed to be potential owners of two cars) giving a total potential ownership of 878,716. No doubt with the development of the "baby" car many persons with incomes less than £2,000 per annum are running two cars. Moreover, no account has been taken of the considerable number of cars licensed as private cars run by business firms. These items may well increase the present potential ownership to 950,000 or even 1,000,000.

In the meantime the number of cars actually in use had already reached 787,000 in 1927 and will amount to nearly 900,000 in 1928. In spite of experience elsewhere there is therefore reason to think that the exhaustion of further potential car owners will before long begin to be reflected in registration statistics. In this connection it must be noted that reduction in the initial cost of cars will in future be of limited effect in increasing the number of car owners as such initial cost is constantly becoming less important in relation to maintenance cost. It is maintenance costs, particularly garaging and taxation, that in this country are keeping the motor car beyond the reach of income classes which in the U.S.A., Australia or New Zealand are able to own and run cars. In the absence of determined effort to reduce these running costs only a small annual increase in the number of registrations can be looked for after 1929, and even this increase would fluctuate with the general level of prosperity.

Average Life of Cars

Owing to the limitations of the available statistics in earlier years, it is not possible to calculate the life of private cars as distinct from that of motor vehicles generally. The following statistics include trucks, the life of which is no doubt longer than that of cars. On the other hand, cars have always much outnumbered trucks, so that the difference between the average life of all motor vehicles and of private cars only is probably not great.

In Table 23 will be found the Total number of new motor vehicles made available for consumption in the United Kingdom, the total number of vehicles registered in each year, and the resultant estimated number of vehicles not re-registered in each year.

TABLE XXIII

Year	New Vehicles available for Home Consumption*	Total Vehicles Registered at end of Year	Estimated Vehicles not re-registered†
Up to 1912	146,481	124,000	22,149
1913	48,164	144,000	14,541
1914	40,918	183,000	18,949
1915	35,980	183,000	24,507
1916	22,035	192,000	31,595
1917	15,156	157,000	52,747
1918	18,338	120,000	51,624
1919	34,911	156,000	18,695
1920	96,480	263,000	—81,582‡
1921	45,355	461,000	—81,666‡
1922	92,311	564,000	—1,319‡
1923	108,051	664,000	9,068
1924	139,087	793,000	23,851
1925	171,617	927,000	43,744
1926	168,155	1,045,282	57,942
1927	204,656	1,183,926	79,000§

* i.e., Production plus imports less exports and re-exports.

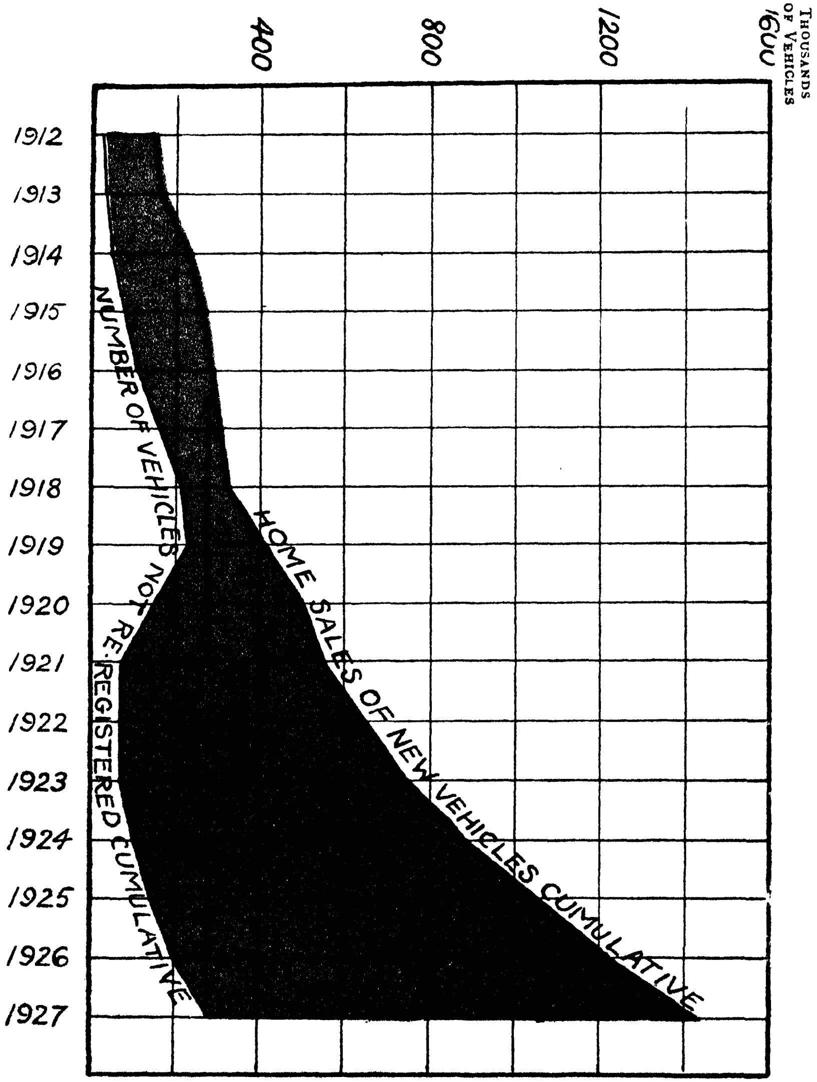
† Computed from the annual increase in Registrations and number of new vehicles available, on the assumption that half the vehicles not re-registered in any one year pass out in the preceding year, and half are discarded in the same year.

‡ In these years the increase in Registrations was greater than the number of new vehicles available.

§ Estimated.

The rapid increase in the number of vehicles not re-registered from **1914** onwards, due to the withdrawal of vehicles for use with the B.E.F., was followed by a return of large numbers of vehicles in **1919**. In addition to sur-

AVERAGE LIFE OF A MOTOR VEHICLE



vivors of those drafted originally from this country, many additional vehicles were imported direct to the theatres of war. These disturbances vitiate the conclusions for the period in question, but from 1923 onwards the movement appears to have resumed a normal trend.

On the opposite page the cumulative number of cars available for home consumption and discarded respectively are illustrated. The space between these curves for a given number of vehicles represents the average life of a motor vehicle. The life of eleven years at 1927 compares with seven years in the United States. It is clear, however, that if the present trend is maintained the average life will decrease rapidly during the next few years.

Analysis of a Sample of Used Cars

An analysis of a sample of 13,171 used cars in stock as at July 1st, 1928, undertaken by the Society, provides interesting results. This sample was equivalent to 1.5 per cent. of present registrations. In Table 24 the number of used cars in stock by horse power classes is given and analysed:

(a) by type of body, i.e., open or closed, and
(b) by length of time in stock, i.e., more or less than three months.

It will be seen that up to 14 h.p. the majority of cars had been in stock less than three months, while over 14 h.p. the majority had been more than three months in stock. This illustrates the handicap which the present method of taxation imposes on the re-sale of Used Cars. Open cars were also shown to be less readily re-saleable than closed cars. A comparison of the relative position of each h.p. class in this sample with that of each h.p. class amongst all cars registered shows a marked general similarity.

In Table 24 this sample is analysed by years of manufacture. Here it is seen that closed models are less numerous throughout until the year 1928. It also appears that of the cars manufactured in and up to the year 1923 the majority had been in stock more than three months, while in later years the majority had been in stock less than three months.

The Statistics in Tables 24 and 25 are illustrated on pages 45, 46 and 47.

TABLE XXIV

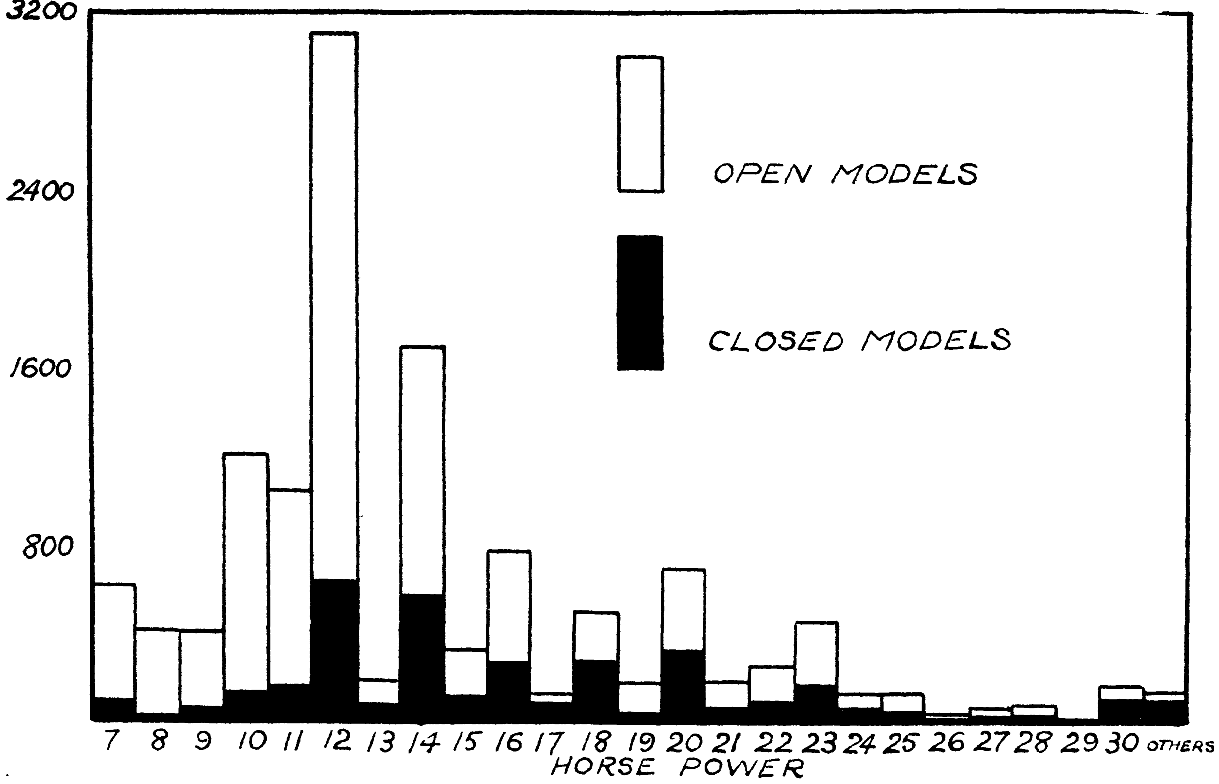
ANALYSIS OF A SAMPLE OF USED CARS IN STOCK AS AT 1ST JULY, 1928.

H.P. Class	Type of Body		Time in Stock		Total	H.P. Class as °/o of Total	Total Registrations as at Jan. 1st 1928	H.P. Class as °/o of Total
	Open	Closed	under 3 months	over 3 months				
Not stated	42	23	47	16	63	.4		
4	—	—	2	—	2	.01		
5	—	—	—	—	—	—	—	
6	5	—	2	3	5	.03	—	—
7	534	95	483	146	629	4.7	14,079	1.79
8	399	31	254	176	430	3.2	54,668	6.95
9	357	69	235	191	426	3.2	45,886	5.83
10	1,069	148	624	593	1,217	9.2	45,468	5.78
11	884	171	585	470	1,055	8.0	72,682	9.24
12	2,466	647	1,893	1,220	3,113	23.6	203,834	25.91
13	126	82	117	91	208	1.6	42,894	5.45
14	1,116	571	963	724	1,687	12.8	96,922	12.31
15	221	123	149	195	344	2.6	14,592	1.86
16	486	292	316	462	778	5.9	41,557	5.28
17	50	82	62	70	132	1.0	4,374	.56
18	219	288	245	262	507	3.8	19,024	2.42
19	142	40	61	121	182	1.4	13,505	1.72
20	370	332	271	431	702	5.3	11,856	1.51
21	116	72	69	119	188	1.4	12,537	1.59
22	178	97	116	159	275	2.1	12,778	1.62
23	274	181	151	304	455	3.5	37,711	4.79
24	68	79	61	86	147	1.1	12,843	1.63
25	85	52	55	82	137	1.0	2,318	.29
26	20	17	10	27	37	.3	3,333	.42
27	32	29	26	35	61	.5	—	—
28	42	35	32	45	77	.6	5,480	.70
29	2	4	3	3	6	.05	—	-
30	69	99	68	100	168	1.3	4,372	.56
Other H.P.'s	46	94	121	19	138	1.1	13,897	1.76
	9,418	3,753	7,021	6,150	13,171	100	786,610	100

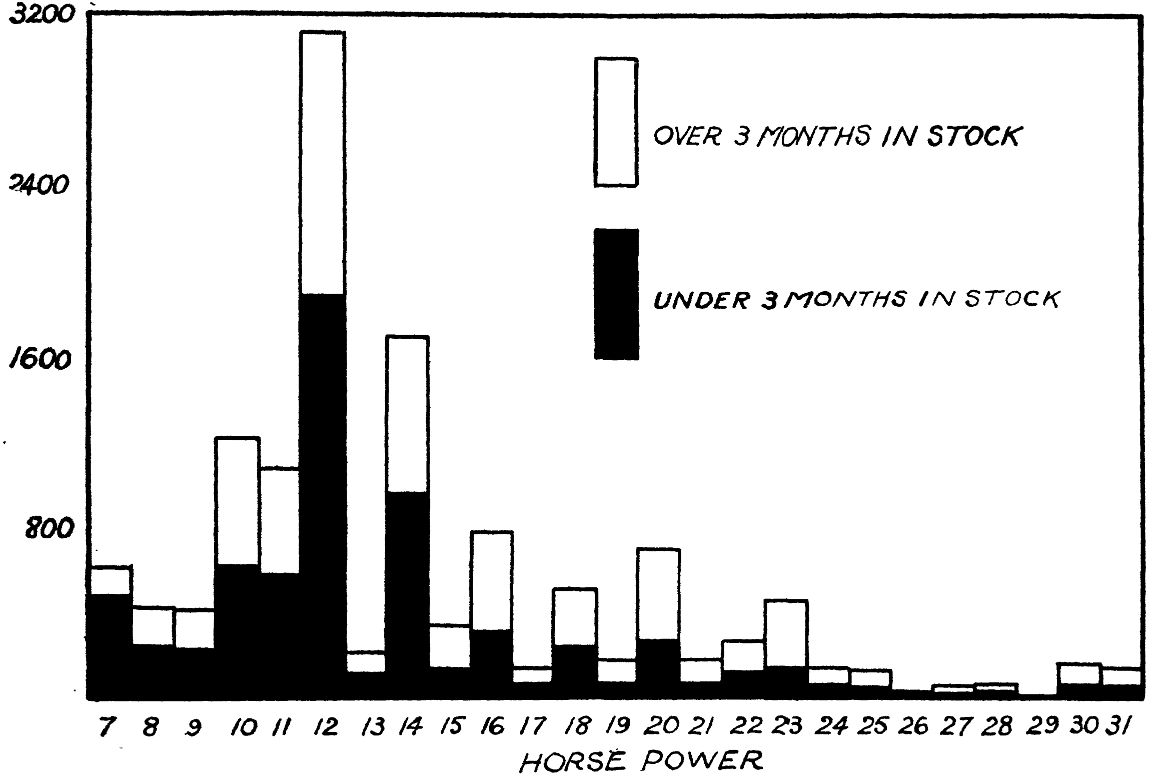
TABLE XXV

Year of Manufacture	Type of Car		Time in Stock		Total
	Open	Closed	under 3 months	over 3 months	
Not stated	66	50	61	38	109
1910	9	7	4	22	26
1911	27	22	16	33	49
1912	84	74	111	47	158
1913	67	44	28	83	111
1914	169	90	60	199	259
1915	88	28	25	91	116
1916	83	16	18	81	99
1917	19	13	4	28	32
1918	44	20	9	55	64
1919	97	34	38	93	131
1920	395	99	151	344	495
1921	852	254	378	728	1,106
1922	862	227	463	626	1,089
1923	1,264	254	647	877	1,514
1924	1,464	349	924	889	1,813
1925	1,555	545	1,271	829	2,100
1926	1,267	603	1,252	618	1,870
1927	884	786	1,268	402	1,670
1928	122	238	293	67	360
	9,418	3,753	7,021	6,150	13,171

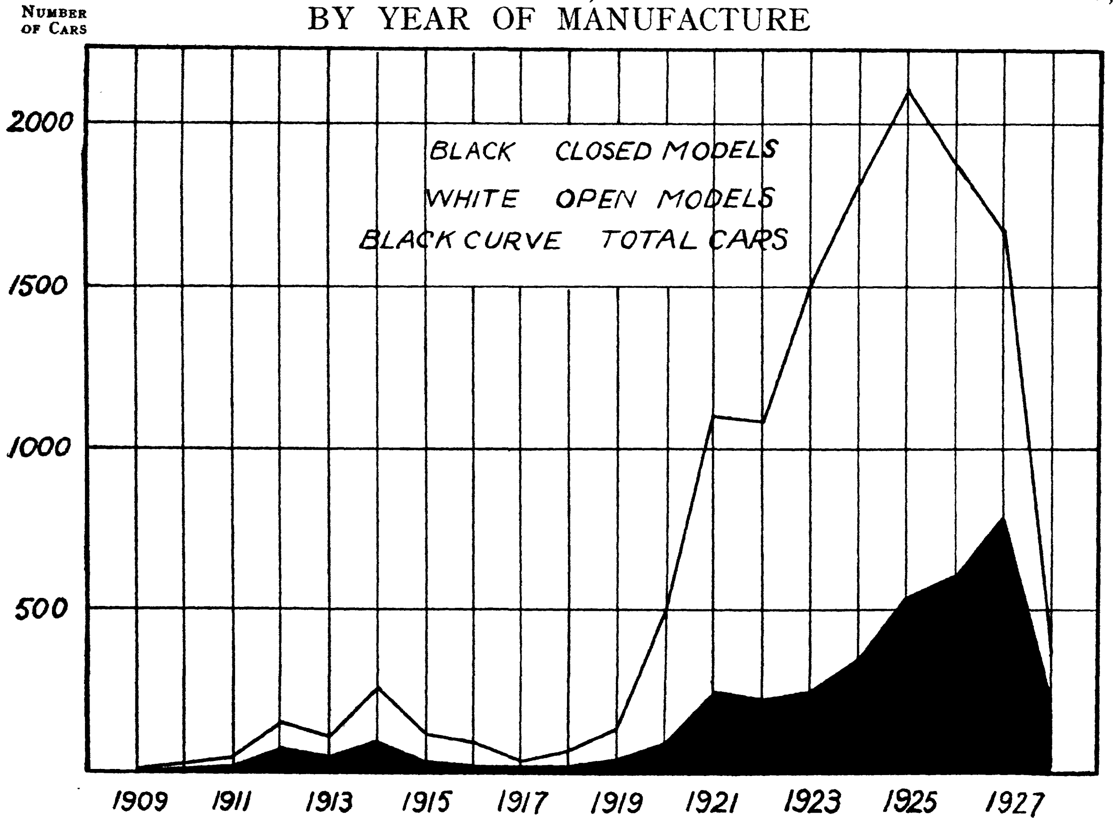
A SAMPLE OF USED CAR STOCKS
OPEN AND CLOSED MODELS BY H.P. CLASSES



A SAMPLE OF USED CAR STOCKS
LENGTH OF TIME IN STOCK BY H.P. CLASSES



A SAMPLE OF USED CAR STOCKS, OPEN AND CLOSED MODELS, BY YEAR OF MANUFACTURE



Causes of Breakdown

An analysis of the breakdowns dealt with by the " Get you Home " service of the R.A.C. in recent years throws light on the relative frequency of the various causes of trouble in private cars running in the United Kingdom. These results are shown in percentage form in Table 26, by courtesy of the R.A.C.

TABLE XXVI

		1924	1925	1926	1927
1	Power Unit:				
	(a) Ignition	20.7	22.7	22.5	21.0
	(b) Carburation	4.1	3.0	2.5	2.6
2	Engine:				
	(a) Cylinders and Pistons	5.8	6.9	8.0	10.2
	(b) Valves mechanism; Cam Shaft; Lay shaft; Secondary and Timing Gear	1.0	1.0	0.9	0.7
	(c) Valves	0.7	0.5	0.9	1.4
	(d) Lubrication	3.7	3.0	2.3	2.7
	(e) Water circulation	0.9	1.3	1.7	1.1
	(f) Crankshaft	0.7	0.7	0.5	0.5
	(g) Not states	5.9	7.1	6.6	6.4
	(h) Starting	0.8	0.4	0.6	0.9
3	Transmission of Brakes:				
	(a) Clutch	4.1	4.0	4.4	4.9
	(b) Gear Box	3.7	3.6	2.8	3.2
	(c) Couplings, Universal Joints and Propeller Shafts	4.3	5.0	4.6	4.9
	(d) Brakes	0.5	0.4	0.3	0.2
4	Back Axle:				
	(a) Axle Shafts	12.8	12.4	12.6	13.6
	(b) Differential	1.6	1.3	1.2	1.4
	(c) Bevels and Worms	1.6	1.1	1.2	0.7
5	Front Axle and Steering	6.3	4.1	4.3	3.1
6	Road Wheels and Suspension	6.4	6.1	5.9	4.1
7	Lighting failures	2.2	2.3	2.1	2.2
8	Accidents	12.2	13.1	14.1	14.2
		100.0	100.0	100.0	100.0

COMMERCIAL VEHICLES

TRUCKS

The number of motor commercial goods vehicles (trucks) in use from 1911 to 1927 is given in the following Table together with the annual percentage increase and the number of persons per Truck.

TABLE XXVII

	Consumption	% Increase or Decrease	Persons per Truck
1911..........	25,000	—	1,635
1912..........	31,000	24	1,324
1913..........	37,000	19.4	1,116
1914..........	47,000	27.0	887
1915..........	49,000	4.3	817
1916..........	49,000	—	804
1917..........	39,000	—20.0	1,000
1918..........	28,000	—28.2	1,387
1919..........	38,000	35.7	1,059
1920..........	66,000	73.8	638
1921..........	135,000	204.7	316
1922..........	159,000	10.9	270
1923..........	181,000	19.8	239
1924..........	210,000	15.0	207
1925..........	232,000	10.5	188
1926..........	260,000	12.2	169
1927..........	283,000	8.8	155

The figure of 155 persons per truck given in the above Table for Great Britain compares as follows with other principal motor using countries.

United States..	38.2	Great Britain ..	155
New Zealand*	56.9	South Africa*....	187.9
Australia*	67.9	Germany........	505.6
Canada	84.4	Italy	756.8
France........	128.3		

* White population only.

Owing to the methods of registration in the United Kingdom it is not possible at present to analyse the total trucks registered by capacity classes. In Table 28, however, an analysis of Trucks by unladen weight classes is given.

TABLE XXVIII—BY UNLADEN WEIGHT CLASSES

GREAT BRITAIN

	No. owned as at Sept. 1926	New Vehicles registered during 1927, Quarter ending Feb.	May	Aug.	Nov.	Total 1927	No. owned as at Sept. 1927	New Vehicles registered during 1928, Qtr. ending Feb.	May
INTERNAL COMBUSTION	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Up to 12 cwt.	1,270	84	86	100	136	406	1,468	188	274
12 cwt.-1 ton	128,870	3,458	6,021	4,741	3,266	17,486	143,078	3,357	3,704
1 ton-2 tons	48,118	2,343	3,460	2,875	2,945	11,623	59,694	2,999	3,763
2 tons-3 tons	19,144	372	454	475	519	1,820	18,438	452	528
3 ,, 4 ,, ...	26,349	302	412	380	396	1,490	25,614	344	407
4 ,, 5 ,, ...	21,969	289	409	328	398	1,424	21,428	319	395
5 ,, 6 ,, ...	947	86	132	110	102	430	1,986	—	—
Over 5 tons	—	—	—	—	—	—	—	157	149
Over 6 tons	432	42	50	70	45	207	682	—	—
Declared as over 4 tons	285	—	—	—	—	—	61	—	—
Agricultural Vans	—	—	—	—	—	—	—	24	46
Showmen's Special Veh.	—	—	—	—	—	—	—	—	9
TOTAL PETROL	247,384	6,976	11,024	9,079	7,807	34,886	272,449	7,840	9,275
TOTAL STEAM	9,186	64	111	77	70	322	9,093	64	123
TOTAL ELECTRIC ..	603	18	413	18	33	82	1,363	21	26
GRAND TOTAL	257,173	7,058	11,148	9,174	7,910	35,290	282,905	7,925	9,424

NORTHERN IRELAND

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
INTERNAL COMBUSTION									
Up to 12 cwt.	—	1	—	1	2	4	105	—	2
12 cwts-1¼ tons ...	—	88	144	104	104	440	3,654	85	92
1¼ tons-2¼ tons ...	—	15	28	17	14	74	513	28	30
2¼ ,, 3¼ ,, ...	—	6	5	3	17	31	231	5	3
3¼ ,, 4¼ ,, ...	—	6	7	4	15	32	473	8	7
4¼ ,, 5¼ ,, ...	—	2	1	2	5	10	75	2	6
5¼ ,, and over ..	—	1	1	1	—	3	11	—	—
TOTAL PETROL	—	119	186	132	157	594	5,062	128	140
TOTAL STEAM	—	—	—	—	—	—	35	—	—
TOTAL ELECTRIC ..	—	—	—	—	—	—	13	2	—
TOTAL	4524	119	186	132	157	594	5,110	130	140

EXEMPT VEHICLES

In addition to the Trucks licensed as such there is a considerable and rapidly growing use of Trucks which are exempt from taxation because publicly owned or used for various public utilities. The details of these "Exempt Vehicles" are given below.

	No. of Vehicles		No. of Vehicles
1922 ..	12,000	1925 ..	16,000
1923 ..	13,000	1926 ..	17,000
1924 ..	15,000	1927 ..	18,000

TABLE XXIX

	GREAT BRITAIN No. owned as at Sept. 1926	No. owned as at Sept. 1927	New Vehicles registered during 1928 Quarter ending Feb.	May	NORTHERN IRELAND Feb.	May
Ambulances	—	2,644	62	56	—	1
Fire Engines	—	1,573	31	36	—	—
Government owned ..	—	8,033	319	617	—	—
Road Rollers.........	—	5,364	71	183	4	3
Others	—	175	16	35	—	—
TOTAL	17,276	17,790	499	927	4	4

Northern Ireland—Total in use as at Sept. 1927 .. 381

In the following Table the distribution of Trucks by counties in the United Kingdom is given. Columns (1) and (7) refer to the total number of Trucks registered as at a date, the remaining columns refer to the total number of new Trucks registered for the first time during a period.

TABLE XXX—BY COUNTIES

ENGLAND

	No. owned as at Sept 1926	New Trucks registered during 1927 Quarter ending Feb.	May	Aug.	Nov.	Total 1927	No. owned as at Sept. 1927	New Trucks reg. during 1928. Qtr. ending Feb.	May
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Bedfordshire	1,437	44	57	58	58	217	1,604	41	57
Berkshire	2,541	74	113	96	85	368	2,672	70	97
Buckinghamshire	1,600	43	69	54	51	217	1,800	53	71
Cambridgeshire..	1,392	37	61	49	38	185	1,555	43	27
Cheshire	5,931	113	186	137	130	566	6,131	145	154
Cornwall	1,863	51	100	61	49	261	2,153	53	84
Cumberland	1,346	29	50	38	29	146	1,452	34	36
Derbyshire	3,967	95	141	115	121	472	4,542	135	117
Devonshire .. .	1,425	137	232	196	134	701	4,833	153	189
Dorsetshire	2,017	44	63	55	56	218	2,242	47	54
Durham	3,982	92	125	106	128	451	4,242	94	125
Essex	7,531	232	408	312	223	1,175	8,564	220	293
Gloucestershire..	4,485	129	207	155	153	644	5,117	131	186
Hampshire	6,841	205	340	299	190	1,034	7,497	178	267
Herefordshire ...	591	21	35	30	21	107	653	13	22
Hertfordshire ...	3,980	95	127	95	147	464	4,339	87	146
Huntingdonshire	392	8	13	11	8	40	456	10	13
Kent...........	7,576	175	272	241	188	876	8,532	188	272
Lancashire	29,162	728	1,155	957	809	3,649	30,946	793	1,017
Leicestershire ...	3,636	110	170	152	119	551	4,135	115	117
Lincolnshire	3,565	81	127	113	84	405	3,909	104	103
London	37,597	1,150	1,614	1,533	1,382	5,679	42,175	1,412	1,355
Middlesex	7,017	290	447	385	328	1,450	7,830	298	376
Norfolk	2,945	75	144	86	76	381	3,352	91	100
Northamptonshire	2,068	51	94	62	52	259	2,281	55	72
Northumberland	3,519	90	127	128	101	446	3,738	106	118
Nottinghamshire	3,758	115	173	139	143	570	4,232	143	170
Oxfordshire	1,402	46	82	48	57	233	1,545	42	65
Rutlandshire ...	105	2	3	4	2	11	125	1	5
Salop	1,653	58	82	83	66	289	1,866	46	63
Somersetshire ...	3,114	77	138	96	87	398	3,515	93	94
Staffordshire ...	7,665	209	354	229	256	1,048	8,593	244	322
Suffolk	2,288	61	100	70	72	303	2,629	70	74
Surrey	6,879	284	473	335	329	1,421	7,472	364	422
Sussex	5,669	152	254	234	131	771	6,418	146	195
Warwickshire ...	9,155	286	453	385	306	1,430	10,067	351	420
Westmoreland ..	508	11	15	14	13	53	540	10	31
Wiltshire	2,235	41	80	45	44	210	2,482	57	79
Worcestershire ..	2,665	68	96	110	66	340	2,950	73	98
Yorkshire	23,058	583	963	756	626	2,928	25,329	652	757
TOTAL	221,590	6,194	9,743	8,072	6,958	30,967	244,513	6,961	8,263

SCOTLAND.

	No. owned as at	New Trucks registered during 1927. Quarter ending				Total	No. owned as at	New Trucks reg. during 1928. Qtr. ending	
	Sept. 1926	Feb.	May	Aug.	Nov.	1927	Sept. 1927	Feb.	May
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Aberdeen	1,571	33	68	35	33	169	1,637	31	63
Angus	961	30	46	33	40	149	1,058	30	5
Argyll	348	8	14	12	6	40	418	9	45
Ayr	1,533	39	68	51	38	196	1,619	33	6
Banff	202	2	3	2	3	10	214	5	8
Berwick	305	7	17	9	4	37	331	7	3
Bute	114	4	8	6	1	19	129	1	3
Caithness	135	2	3	3	—	9	137	2	4
Clackmannan	135	3	6	5	1	15	141	2	16
Dumfries	536	15	28	14	17	74	591	11	11
Dumbarton	428	5	7	9	5	26	486	9	23
E. Lothian	326	6	11	6	7	30	380	8	29
Fife	1,163	23	36	27	29	115	1,266	34	35
Inverness	484	10	15	14	10	49	478	11	17
Kincardine	141	1	4	1	1	7	149	4	6
Kinross	57	—	1	1	-	2	65	4	—
Kirkcudbright	258	7	8	9	11	35	270	7	12
Lanark	7,102	174	245	230	211	860	7,456	210	217
Midlothian	2,775	87	123	114	106	430	3,031	101	105
Moray	162	4	6	5	3	18	170	2	6
Nairn	27	—	—	—	—	—	32	1	—
Orkney	61	1	-	1	1	3	60	1	1
Peebles	122	3	8	2	1	14	129	7	6
Perth	816	17	37	20	13	87	941	17	24
Renfrew	1,078	21	35	30	20	106	1,106	31	38
Ross and Cromarty	345	8	15	11	6	40	410	7	9
Roxburgh	300	7	16	8	7	38	340	11	17
Selkirk	157	6	14	12	1	33	189	6	10
Stirling	846	17	29	18	21	85	910	21	25
Sutherland	113	2	4	5	1	12	119	1	2
W. Lothian	417	10	16	12	11	49	453	11	12
Wigtown	249	6	12	10	4	32	275	12	8
Zetland	43	—	—	1	—	1	75	1	2
TOTAL	23,310	558	903	717	612	2,790	25,065	648	768

WALES

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9
Anglesey	260	5	4	11	6	26	296	4	5
Breconshire	224	6	8	8	7	29	255	7	10
Carnarvonshire	643	15	32	23	9	79	723	10	19
Cardiganshire	320	4	5	6	3	18	275	6	5
Carmarthenshire	1,042	31	62	32	33	158	1,138	26	26
Denbighshire	1,094	33	34	47	44	158	1,121	21	51
Flintshire	711	17	25	24	20	86	784	15	23
Glamorganshire	5,266	133	219	164	149	665	5,736	138	159
Merionethshire	246	4	15	4	1	24	257	10	9
Monmouthshire	1,607	45	73	48	57	223	1,772	60	68
Montgomeryshire	277	4	7	6	2	19	329	1	4
Pembrokeshire	475	7	12	9	7	35	521	15	10
Radnorshire	108	3	6	3	2	14	120	3	4
TOTAL	12,273	307	502	385	340	1,534	13,327	316	393

NORTHERN IRELAND

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Antrim	2,590	70	98	86	92	346	2,861	83	91
Armagh	328	6	13	5	6	30	347	7	11
Down	803	23	38	23	33	117	959	22	27
Fermanagh	134	2	4	2	1	9	131	1	2
Londonderry	345	11	14	12	17	54	415	14	6
Tyrone	324	7	19	4	8	38	397	3	3
TOTAL	4,524	119	186	132	157	594	5,110	130	140

UNITED KINGDOM

TOTAL	**261,697**	**7,178**	**11,334**	**9,306**	**8,067**	**35,885**	**288,015**	**8,055**	**9,464**

HACKNEYS

The growth of motor commercial passenger vehicles (hackneys) is given in the following Table. Hackneys include motor buses, charabancs and cabs.

TABLE XXXI

	Hackneys	% Increase or Decrease
1911	31,899	—
1912	34,869	9.3
1913	38,544	10.6
1914	51,167	32.7
1915	44,480	−13.1
1916	51,293	15.4
1917	47,781	−6.9
1918	41,815	−12.3
1919	47,081	12.7
1920	74,608	58.5
1921	76,000	1.9
1922	78,000	2.6
1923	86,000	10.0
1924	94,000	9.5
1925	99,000	5.4
1926	101,000	2.0
1927	96,000	—5.0

The decrease in registrations of hackneys in 1927 is due to two causes. Firstly, many vehicles used essentially as private cars were registered as hackneys, especially in country districts, in order to obtain preferential treatment as to taxation. Recently the administration has been tightened up in this respect, with a consequent withdrawal of all spurious hackneys, which are now included in private car registrations. The second reason is the replacement of a large number of small hackneys, the chassis of which were constructed for use as private cars, by a smaller number of modern vehicles with larger seating capacity.

In Table 32 the hackneys in use in the United Kingdom are analysed by seating capacity classes, and in Table 33 by counties. In both Tables, Columns (1) and (7) refer to the total number of hackneys registered as at a date, and the remaining columns refer to the total number of new hackneys registered during a period. In Table 34 the operating Statistics of omnibuses in municipal services are given.

TABLE XXXII—BY SEATING CAPACITY

	No. owned as at Sept. 1926	New Hackneys registered during 1927 Quarter ending Feb.	May	Aug.	Nov.	Total 1927	No. owned as at Sept. 1927	New Hackneys registered during 1928 Quarter ending Feb.	May
GREAT BRITAIN	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Up to 8 persons..	60,714	224	382	291	206	1,103	53,068	170	272
8-14 ,, ..	14,926	388	696	560	309	1,953	13,971	251	532
14-20 ,, ..	5,314	290	561	443	199	1,193	6,177	204	688
20-26 ,, .	4,017	214	384	419	111	1,128	5,020	114	592
26-32 ,, ..	8,118	431	649	721	358	2,162	9,232	437	1,147
32-40 ,, ..	*1,826	145	237	193	128	703	1,889	135	298
40-48 ,, ..	2,326	29	38	20	43	130	2,210	20	25
48-56 ,, ..	3,556	81	103	45	125	354	4,112	80	104
56-64 ,, ..	38	10	—	14	17	41	64	5	2
Over 64 ,, ..	-	5	—	1	11	17	9	3	10
Trackless Trollies	—	—	—	—	—	—	—	12	25
TOTAL ..	100,835	1,820	3,050	2,707	1,507	9,084	95,752	1,461	3,695

*Includes 235 vehicles denominated, " over 32 persons unclassified."

NORTHERN IRELAND									
Up to 6 persons..	—	15	27	16	13	71	2,381	13	5
6–14	—	3	7	2	1	13	151	5	3
14–20	—	11	15	20	9	55	161	6	23
20-26	—	2	3	2	1	8	59	1	6
26-32	—	29	13	47	60	149	265	24	14
32–40	—	3	4	3	8	18	54	3	3
TOTAL ..		63	69	90	92	314	3,071	52	54

TABLE XXXIII—BY COUNTIES

ENGLAND

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Bedfordshire ..	608	10	16	12	10	48	576	24	11
Berkshire ..	927	10	27	12	5	54	855	2	24
Buckinghamshire	770	6	14	8	3	31	651	7	13
Cambridgeshire ..	558	9	19	5	10	43	550	5	23
Cheshire	1,954	19	52	24	9	104	1,891	102	92
Cornwall ..	1,455	13	30	16	9	68	1,316	9	13
Cumberland ..	819	13	15	14	16	58	739	15	22
Derbyshire ..	1,871	48	70	73	43	234	1,714	53	56
Devonshire ..	2,666	32	94	40	12	178	2,522	24	81
Dorsetshire ..	961	9	23	13	5	50	898	5	24
Durham	2,175	61	127	56	59	303	1,961	57	130
Essex	2,534	47	98	83	21	219	2,462	38	112
Gloucestershire ..	2,391	29	42	56	19	146	2,119	18	49
Hampshire ..	3,590	48	83	91	28	250	3,299	23	148
Herefordshire ..	376	5	8	6	6	25	327	7	5
Hertfordshire ..	1,010	10	16	12	10	48	903	13	25
Huntingdonshire	175	2	1	4	3	10	154	1	5
Kent	2,887	66	141	73	55	335	2,800	28	138
Lancashire	6,098	162	272	217	147	798	5,911	124	350
Leicestershire ..	1,095	27	28	48	27	130	1,058	41	44
Lincolnshire ..	1,444	40	58	43	46	187	1,244	35	54
London	15,021	191	345	241	170	947	15,312	146	429
Middlesex	1,539	18	39	17	17	91	1,559	11	67
Norfolk	1,703	50	93	87	29	259	1,889	6	108
Northamptonshire	873	14	29	21	10	74	808	19	39
Northumberland	1,124	38	42	32	55	167	1,028	18	52
Nottinghamshire	1,141	54	72	109	36	271	1,245	36	79
Oxfordshire ..	736	8	11	12	9	40	651	4	9
Rutlandshire ..	47	—	—	—	—	—	48	1	4
Salop	750	9	18	17	4	48	666	7	18
Somersetshire ..	1,815	13	30	15	8	66	1,605	12	48
Staffordshire ..	2,533	78	64	138	83	363	2,457	54	191
Suffolk	1,223	12	23	23	6	64	1,115	17	26
Surrey	2,108	31	86	43	11	171	2,047	34	57
Sussex	2,805	34	73	53	18	178	2,642	6	86
Warwickshire ..	1,982	52	67	50	69	238	1,794	20	60
Westmoreland ..	336	2	8	3	—	13	300	1	7
Wiltshire	1,094	15	29	22	11	77	1,119	11	23
Worcestershire ..	942	16	18	21	20	75	825	13	28
Yorkshire ..	7,094	159	263	256	121	799	6,686	137	375
TOTAL ..	81,230	1,460	2,544	2,066	1,220	7,290	77,746	1,184	3,125

CONSUMPTION—HACKNEYS—*continued.*

SCOTLAND

	No. owned as at Sept. 1926	New Hackneys registered during 1927. Quarter ending Feb.	May	Aug.	Nov.	Total 1927	No. owned as at Sept 1927	New Hackneys registered during 1928 Quarter ending Feb.	May
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Aberdeen ..	1,009	17	34	39	4	94	982	9	21
Argyll	633	4	5	12	1	22	613	1	11
Ayr	808	11	20	23	4	58	778	7	24
Banff	265	4	5	5	3	17	231	—	2
Berwick	131	1	2	5	—	8	106	—	1
Bute	194	1	1	2	—	4	201	1	2
Caithness ..	120	3	6	1	2	12	124	—	1
Clackmannan ..	55	1	—	1	1	3	37	2	3
Dumfries ..	237	5	12	5	2	24	221	7	18
Dumbarton ..	270	7	7	5	9	28	272	2	6
E. Lothian ..	131	2	1	5	1	9	124	—	2
Fife	758	8	15	14	3	40	671	6	27
Forfar	377	6	8	8	5	27	383	9	5
Inverness ..	555	7	16	18	—	41	540	5	9
Kincardine ..	138	2	3	3	1	9	116	1	6
Kinross	24	—	—	—	—	—	19	1	—
Kirkcudbright ..	206	—	3	11	3	17	184	—	2
Lanark	1,892	68	87	103	61	319	1,753	60	140
Midlothian ..	1,199	24	17	82	13	136	1,184	37	2
Moray	152	1	2	2	1	6	137	—	4
Nairn	26	—	—	1	—	1	19	—	—
Orkney	126	1	1	2	—	4	123	—	1
Peebles	55	3	5	1	3	12	60	1	4
Perth	481	11	14	15	10	50	452	10	8
Renfrew	357	9	18	12	5	44	320	8	43
Ross and Cromarty	379	4	5	14	1	24	306	1	6
Roxburgh ..	177	3	4	4	2	13	158	3	4
Selkirk	81	2	4	6	—	12	98	—	—
Stirling	466	22	28	29	21	100	467	13	35
Sutherland ..	125	—	1	—	—	1	96	1	1
W. Lothian ..	194	3	2	2	5	12	154	3	2
Wigtown ..	204	1	1	1	2	5	205	1	—
Zetland	203	1	2	—	1	4	167	—	2
TOTAL ..	12,037	232	329	431	164	1,156	11,301	189	392
WALES									
Anglesey ..	302	2	6	2	—	10	282	—	3
Breconshire ..	179	3	5	3	3	14	152	1	1
Cærnarvonshire ..	701	12	25	19	7	63	660	5	30
Cardiganshire ..	522	2	3	6	1	12	334	3	3
Carmarthenshire	805	9	15	10	11	45	672	9	10
Denbighshire ..	667	7	1	22	7	37	568	5	10
Flintshire ..	475	7	13	10	5	35	422	5	12
Glamorganshire	2,173	48	63	72	50	233	2,032	30	58
Merionethshire ..	224	2	3	2	2	9	192	2	2
Monmouthshire ..	863	30	34	51	33	148	819	27	40
Montgomeryshire	232	1	4	1	—	6	192	1	—
Pembrokeshire ..	319	4	4	9	3	20	281	—	8
Radnorshire ..	106	1	1	3	1	6	99	—	1
TOTAL ..	7,568	128	177	210	123	638	6,705	88	178
NORTHERN IRELAND									
Antrim	1,323	40	32	66	70	208	1,266	39	30
Armagh	439	3	5	3	2	13	334	1	3
Down	654	9	12	14	8	43	481	5	15
Fermanagh ..	225	2	5	—	2	9	166	2	—
Londonderry ..	557	4	6	5	4	19	404	2	3
Tyrone	601	5	9	2	6	22	420	3	3
TOTAL ..	3,799	63	69	90	92	314	3,071	52	54
UNITED KINGDOM									
TOTAL ..	**10,083**	**1,883**	**3,119**	**2,797**	**1,599**	**9,398**	**98,823**	**1,513**	**3,749**

TABLE XXXIV—OMNIBUSES IN MUNICIPAL SERVICE

	Vehic. in use No.	Average Fare per Pass. d.	Traffic Expenses per Bus Mile d.	Traffic Receipts per Bus Mile d.	Total Receipts £	Bus Mileage	Passengers Carried No.	Length of Routes Served Miles
Aberdare	7	2.31	12.83	12.46	8,129	156,537	843,626	—
Aberdeen	44	1.15	8.02	9.34	51,992	1,309,461	10.651,203	14.7
Ashton-under-Lyne	8	1.69	4.40	11.88	8,264	166,498	1,170,794	11
Barrow-in-Furness.	10	2.84	7.42	8.81	6,830	182,195	564,118	18.84
Belfast	6	1.45	10.35	11.40	4,603	96,884	761,118	5.37
Birkenhead	57	2.32	—	—	97,861	—	10,096,012	40.345
Birmingham	166	—	11.637	15.880	347,120	5,245,703	43,340,165	67
Blackpool	37	1.65	3.95	10.41	38,521	887,777	5,597,405	42
Bolton	33	—	—	—	26,796	—	—	—
Bournemouth	11	1.61	15.51	14.48	12,011	199,126	1,791,813	7.85
Bradford	24	1.721	—	—	22,939	—	3,197,951	26
Burnley	12	1.45	9.52	8.274	17,791	516,037	2,952,934	13.83
Burton-upon-Trent	14	1.835	4.12	10.69	10,354	229,800	1,324,599	11.25
Bury........... .	5	2.11	9.782	10.06	5,450	130,039	618,862	7.85
Cardiff	59	3.065	7.22	13.63	108,094	1,868,775	8,308,914	64
Chesterfield	54	2.48	5.08	12.56	67,125	1,265,320	6,511,869	37
Colne	12	2.29	19.9	23.05	8,560	159,406	880,707	7.4
Colwyn Bay	4	3	12.26	20.95	1,562	17,877	154,049	2.50
Coventry	22	1.90	15.55	22.03	43,230	468,744	5,437,791	20.70
Derby............	6	1.852	11.805	15.258	5,859	92,158	759,400	3.88
Doncaster	29	2.9	—	—	28,441	—	2,273	30.17
Douglas (I.O.M.)...	19	2.61	12.07	13.9	11,858	203,157	1,081,665	11.85
Dundee	7	1.550	11.945	14.572	8,644	142,738	1,337,698	8
Eastbourne	38	1.3	15.70	16.23	68,073	944,771	11,553,128	27.75
Edinburgh	98	1.563	13.62	13.83	133,577	214,606	19,455,030	46.50
Glasgow	16	1.306	11.344	9.088	19,013	502,088	2,494,527	10.16
Great Yarmouth ..	9	2.018	—	12.58	13,156	250,197	1,670,791	9.1
Halifax	24	2.31	9.712	12.791	28,810	540,092	2,992,221	50.37
Haslingden	3	2.13	12.27	14.74	2,132	33,814	206,313	6
Huddersfield	41	3.20	9.90	15.03	63,743	1,017,243	4,774,109	58.36
Keighley	22	—	—	—	34,840	—	—	26.32
Kilmarnock	15	1.197	10.89	11.93	17,440	350,653	3,494,930	7
Kingston-upon-Hull	21	1.77	11.91	13.62	34,860	613,009	4,710,017	13.5
Lancaster	9	1.32	15.22	11.32	3,890	84,653	691,044	6
Leeds	53	1.77	—	—	37,406	—	5,018,155	44.07
Leicester	14	1.701	15.145	15.914	34,369	518,318	4,847,070	6.55
Leigh (Lancs.)	17	2.14	11.48	14.52	27,538	454,973	3,026,933	17.50
Lincoln	21	2.14	13.89	15.76	22,932	345,791	2,549,467	12.25
Londonderry	6	1.959	15.195	16.828	9,113	128,234	1,101,143	2.25
Lytham St. Annes .	13	1.524	8.099	8.605	12,694	354,035	1,998,724	13.47
Machen and Caerphilly	4	3.4	14.9	16.6	3,190	46,225	188,691	4
Maidstone	8	1.448	11.588	12.22	8,505	164,060	1,385,103	4.88
Manchester	59	1.77	13.089	13.752	83,139	1,450,880	11,269,180	39
Middlesbrough	11	2.13	5.00	10.30	14,227	313,843	1,516,147	21
Morecambe	15	1.7	9.9	12.9	19,492	363,051	2,639,308	14.68
Nelson	14	1.79	11.72	12.66	10,921	205,860	1,455,733	9.5
Newcastle-upon-Tyne	60	3.175	6.010	10.470	82,553	1,892,299	6,239,661	60
Newport (Mon) ...	16	2.639	12.153	12.182	15,979	304,239	1,403,942	17.6
Northampton	15	1.35	8.50	9.39	11,891	302,134	2,105,347	6
Nottingham	45	2.00	10.88	11.69	51,200	1,048,960	6,132,509	22.73
Oldham	22	1.743	11.963	14.889	42,428	682,579	5,824,828	63
Plymouth	57	1.84	9.283	11.055	58,184	1,202,226	7,210,934	36
Portsmouth	22	1.5	5.14	11.37	50,920	1,072,194	7,657,071	15.75
Preston	14	1.513	14.263	17.891	19,348	259,228	3,066,008	6.38
Ramsbottom	10	1.07	8.301	9.152	5,110	102,067	585,458	10.55
Reading	20	2.382	12.036	14.170	32,786	549,498	3,268,191	22.46
Rochdale	10	1.814	9.666	12.030	13,986	279,015	1,850,168	20.40
Rotherham	35	2.52	—	—	—	573,710	2,539,420	61.02
St. Helens	9	2.67	4.012	9.689	8,245	202,195	733,625	20
Salford	23	1.39	14.743	15.392	36,172	563,977	6,238,688	33.23
Sheffield	126	—	—	—	198,845	—	—	—
Southampton	22	2.315	9.302	11.844	17,433	353,250	1,729,326	46
Southport	5	3.6	7.336	10.395	6,550	151,234	434,568	10
Stockport	18	1.25	13.29	12.51	10,253	195,839	1,780,298	7.99
Stockton-on-Tees .	23	2.81	11.19	14.19	31,481	523,409	2,644,800	27
Todmorden	34	2.82	13.83	16.44	55,920	773,176	4,329,690	40.64
Wallasey	10	2.56	9.64	21.28	19,612	221,191	1,832,036	9
Walsall...........	54	3.155	5.941	15.345	62,120	917,900	4,464,149	112
Warrington	7	1.108	13.192	18.695	11,501	147,547	2,488,287	3.13
West Bridgford ...	11	—	—	—	13,607	—	—	—
West Bromwich ...	14	2.052	9.480	11.336	11,062	232,378	1,293,899	—
West Hartlepool ..	8	7.41	7.78	12.38	10,537	202,792	1,038,531	11.58
Wigan	14	2.69	9.86	11.82	18,242	366,627	1,605,121	14
Wolverhampton ..	47	2.44	12.257	15.953	99,377	1,491,717	6,746,172	87
York............	15	1.90	9.97	11.64	11,200	230,808	1,414,273	9.40
TOTAL	1,943	—	—	—	2,651,636	39,076,817	283,079,780	—

AGRICULTURAL TRACTORS

The report on Agricultural Output for 1925 shows clearly the increasing use of the internal combustion engine for agricultural purposes in England and Wales.

Table 35 states the number of tractors used in 1927. (a) for haulage solely in connection with agriculture and (b) for general haulage by weight classes.

TABLE XXXV.—ROAD LOCOMOTIVES AND TRACTORS

	England		Wales		Scotland		Total	
USED SOLELY IN AGRICULTURAL (other than 5s. class)	1927	1928	1927	1928	1927	1928	1927	1928
Weight unladen								
Not exceeding 5 tons ..	334	387	6	9	29	21	369	417
Exceeding 5 tons but not exceeding 8 tons ..	54	1,233	—	9	9	7	63	1,249
Exceeding 8 tons but not exceeding 12 tons ..	53	37	—	2	13	10	66	49
Exceeding 12 tons ..	23	27	1	1	2	1	26	29
Total	464	1,684	7	21	53	39	524	1,744
USED for GENERAL HAULAGE								
Weight unladen								
Not exceeding 2 tons ..	337	592	13	19	46	82	396	693
Exceeding 2 tons but not exceeding 4 tons ..	325	434	7	14	32	25	364	473
Exceeding 4 tons but not exceeding 6 tons ..	891	756	56	44	170	146	1,117	946
Exceeding 6 tons but not exceeding 7¼ tons ..	129	193	11	11	27	21	167	235
Exceeding 7¼ tons but not exceeding 8 tons	117	56	11	5	25	8	153	69
Exceeding 8 tons but not exceeding 10 tons ..	186	94	15	7	36	25	237	126
Exceeding 10 tons ..	463	378	39	36	101	59	603	473
Weight not stated ..	86	—	4	—	19	—	109	—
TOTAL	2,534	2,503	156	136	456	376	3,146	3,015
GRAND TOTAL ..	2,698	4,187	163	157	509	415	3,670	4,759

In addition to the above Road Locomotives which are analysed by counties in Table 36 there are a considerable number of Agricultural Tractors which are analysed by counties in Table 37.

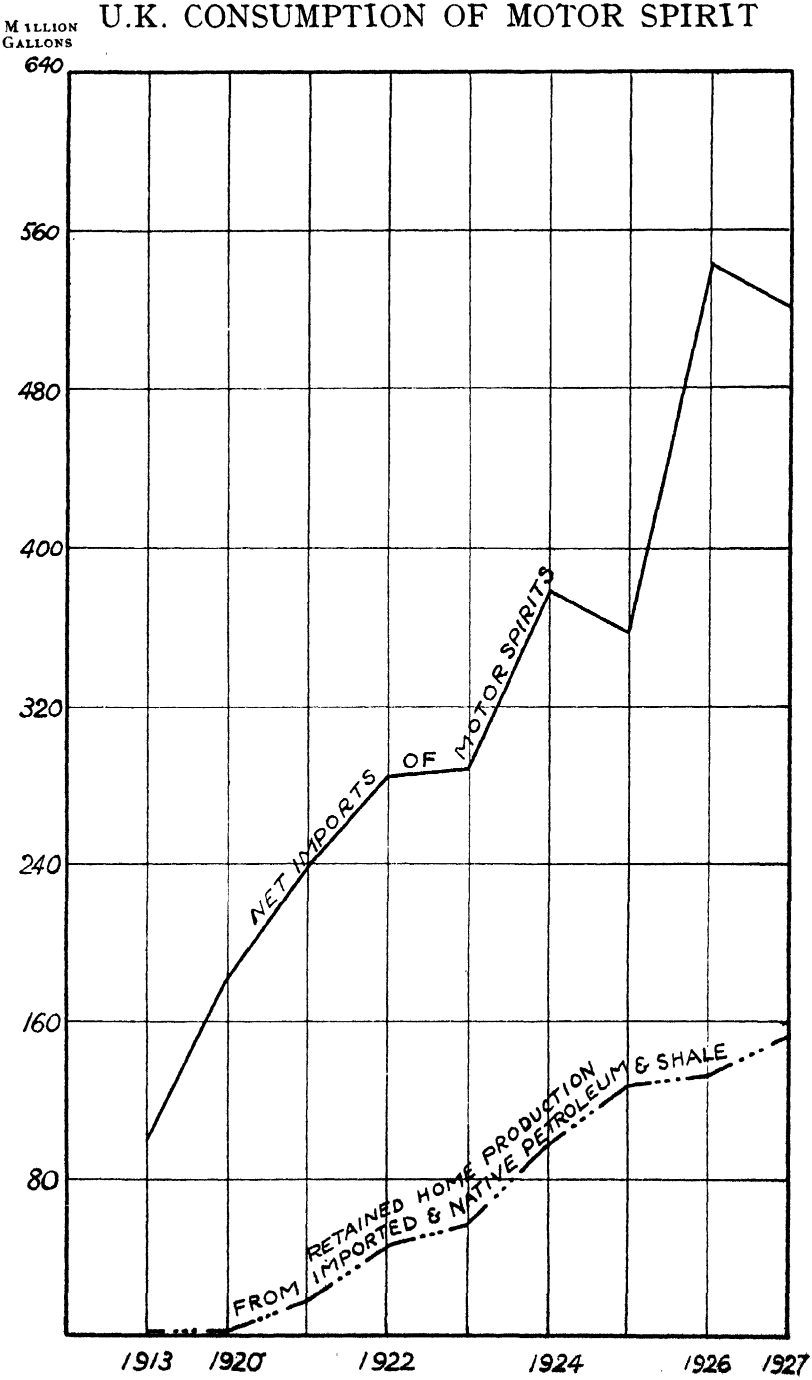
TABLE XXXVI
AGRICULTURAL TRACTORS AND LOCOS

TABLE XXXVII
AGRICULTURAL ENGINES 5/- CLASS

County	No. owned As at Sept. 1926	New Registrations during 1927 Quarter ending				No. owned As at Sept. 1927	New Registrations during 1928 Quarter ending		No. owned as at Sept. 1926	New Registrations during 1927 Quarter ending				No. owned as at Sept. 1927	New Regsitrations during 1928 Quarter ending	
		Feb.	May	Aug.	Nov.		Feb.	May		Feb.	May	Aug.	Nov.		Feb.	May
Bedfordshire	31	—	3	2	1	67	—	2	276	—	22	13	9	294	7	11
Berkshire	43	—	7	1	3	50	—	3	278	—	15	5	6	283	5	15
Buckinghamshire	101	—	2	4	—	39	—	—	177	—	4	3	7	202	1	8
Cambridgeshire	42	—	—	1	2	103	2	—	735	—	15	41	36	832	30	32
Cheshire	51	—	8	4	1	94	2	5	207	—	1	1	2	185	2	2
Cornwall	14	—	2	3	—	27	—	2	177	—	1	3	3	205	1	3
Cumberland	20	—	—	—	—	26	2	—	65	—	2	1	—	69	3	4
Derbyshire	24	—	1	—	—	34	2	2	125	—	3	2	—	129	3	3
Devonshire	52	—	—	—	2	52	—	8	330	—	3	2	8	337	10	9
Dorsetshire	41	—	1	4	—	48	—	—	249	—	6	7	6	246	2	9
Durham	41	—	6	—	2	65	2	4	128	—	2	—	2	120	4	8
Essex	115	—	12	18	8	252	4	6	956	—	27	20	43	1,011	16	29
Gloucestershire	98	—	26	5	1	94	2	2	210	—	7	11	9	214	6	8
Hampshire	116	—	2	5	1	133	—	4	446	—	19	14	12	454	14	19
Herefordshire	23	—	—	1	—	33	—	—	128	—	3	3	7	142	4	8
Hertfordshire	81	—	6	6	1	125	—	3	320	—	6	8	12	340	9	12
Huntingdonshire	4	—	—	—	—	8	—	1	207	—	4	6	15	226	—	7
Kent	162	—	10	5	10	336	5	8	728	—	35	14	22	751	15	28
Lancashire	183	—	36	98	4	450	7	9	232	—	2	6	3	241	2	4
Leicestershire	33	—	1	1	—	43	2	2	152	—	4	3	1	153	3	4
Lincolnshire	52	—	3	6	5	179	2	1	1,606	—	55	56	77	1,742	39	58
London	208	—	28	12	25	314	22	15	—	—	—	—	—	22	—	1
Middlesex	74	—	10	8	6	206	9	7	76	—	8	2	1	89	7	6
Norfolk	76	—	4	—	4	128	—	3	771	—	18	22	32	782	31	38
Northamptonshire	16	—	19	9	20	31	8	22	433	—	2	3	5	431	2	4
Northumberland	52	—	3	—	1	75	2	1	169	—	6	—	3	168	3	8
Nottinghamshire	20	—	1	4	5	32	—	—	248	—	3	5	1	244	4	11
Oxfordshire	22	—	1	—	—	16	—	3	297	—	10	12	13	302	7	17
Rutlandshire	2	—	—	—	1	2	—	1	64	—	1	—	3	63	1	—
Shropshire	48	—	—	—	—	56	—	1	223	—	5	5	3	201	8	14
Somersetshire	39	—	8	13	3	49	3	8	219	—	4	2	6	226	2	6
Staffordshire	81	—	13	1	5	120	—	6	154	—	—	1	5	147	4	5
Suffolk	64	—	1	2	8	87	—	—	674	—	35	36	43	774	13	38
Surrey	101	—	13	12	3	129	6	2	190	—	4	3	—	207	3	6
Sussex	88	—	4	2	3	143	—	—	514	—	33	16	26	520	13	21
Warwickshire	52	—	6	4	6	63	5	7	206	—	3	4	6	231	4	2
Westmoreland	32	—	1	—	—	12	—	—	32	—	—	—	—	30	1	1
Wiltshire	50	—	1	1	1	67	—	2	378	—	11	4	15	381	3	9
Worcestershire	40	—	1	—	—	49	5	12	175	—	11	1	5	181	1	—
Yorkshire	142	—	24	12	3	350	7	11	1,071	—	34	22	25	1,061	24	52
TOTAL ENGLAND	2,534	—	264	244	135	4,187	99	163	13,626	—	424	357	472	14,236	307	520

	No. owned As at Sept. 1926	New Registrations during 1927 Quarter ending				No. owned As at Sept. 1927	New Registrations during 1927 Quarter ending		No. owned as at Sept. 1926	New Registrations during 1927 Quarter ending				No. owned as at Sept. 1927	New Registrations during 1928 Quarter ending	
		Feb.	May	Aug.	Nov.		Feb.	May		Feb.	May	Aug.	Nov.		Feb.	May
Anglesey	3	—	—	—	—	1	—	—	5	—	—	—	—	6	—	—
Breconshire	2	—	—	—	—	3	—	—	7	—	—	—	—	7	—	1
Cardiganshire	10	—	—	—	—	14	—	1	9	—	—	—	—	10	—	—
Carmarthenshire	7	—	—	1	—	8	—	1	8	—	—	—	—	9	—	1
Caernarvonshire	4	—	1	—	—	6	1	—	11	—	—	1	2	20	—	—
Denbighshire	9	—	3	—	3	13	—	3	78	—	—	—	1	75	1	—
Flintshire	21	—	—	—	—	14	—	1	31	—	—	—	—	28	—	—
Glamorganshire	67	—	1	4	2	58	—	—	23	—	1	—	1	21	1	—
Merionethshire	1	—	—	—	1	2	—	—	2	—	—	—	—	2	—	—
Monmouthshire	13	—	1	—	1	20	—	—	28	—	—	2	2	24	—	3
Montgomeryshire	10	—	2	—	—	10	—	—	14	—	1	—	—	19	1	1
Pembrokeshire	7	—	—	—	—	4	—	—	65	—	—	—	3	61	2	2
Radnor	2	—	—	—	—	4	—	—	10	—	—	—	—	9	—	—
Total Wales	156	—	8	5	7	157	1	6	291	—	2	3	9	291	5	8
Aberdeenshire	43	—	1	—	1	47	—	1	172	—	4	3	6	158	4	6
Argyllshire	3	—	—	—	—	2	—	—	10	—	—	1	—	8	2	—
Ayrshire	19	—	2	2	1	11	—	2	90	—	1	—	—	94	1	—
Banffshire	13	—	—	—	—	6	—	—	41	—	—	2	2	37	—	3
Berwickshire	17	—	1	—	—	6	—	—	55	—	5	—	—	57	—	9
Bute	—	—	—	—	—	—	—	—	2	—	—	—	—	2	—	—
Caithness	3	—	—	—	—	3	—	—	12	—	—	—	—	11	—	—
Clackmannan	6	—	—	—	—	2	—	—	1	—	—	—	—	2	—	—
Dumfriesshire	6	—	2	—	—	8	—	—	43	—	—	2	—	45	—	1
Dumbartonshire	5	—	—	—	—	5	—	—	14	—	—	—	2	15	1	—
East Lothian	7	—	1	—	—	8	—	—	65	—	1	—	3	75	1	2
Fifeshire	16	—	1	1	1	15	—	—	82	—	3	2	1	74	1	11
Forfarshire	15	—	2	—	—	13	1	1	54	—	1	3	2	54	1	8
Invernesshire	20	—	1	—	2	18	—	—	11	—	—	—	—	10	—	1
Kincardineshire	14	—	—	1	—	2	—	—	48	—	1	—	1	42	—	1
Kinross	7	—	—	—	—	1	—	—	3	—	1	—	—	2	—	—
Kirkcudbright	15	—	—	—	—	9	—	—	8	—	—	—	—	12	—	—
Lanarkshire	58	—	1	6	2	82	3	3	73	—	1	1	—	75	—	4
Midlothian	74	—	9	3	1	87	1	—	43	—	14	12	6	61	8	14
Morayshire	5	—	—	—	—	6	—	—	34	—	1	—	—	36	—	2
Nairn	3	—	—	—	—	1	—	—	5	—	1	—	—	6	—	1
Orkneys	1	—	—	—	1	1	—	—	3	—	—	1	—	6	—	1
Peebles	4	—	—	—	—	4	—	1	4	—	—	—	—	4	—	—
Perthshire	35	—	2	1	—	26	—	2	81	—	5	10	2	82	3	8
Renfrew	17	—	—	1	1	8	—	1	16	—	—	—	—	11	—	—
Ross and Cromarty	10	—	—	—	—	7	—	—	18	—	—	1	1	25	—	2
Roxburgh	8	—	—	—	—	5	—	1	44	—	1	3	—	48	1	5
Selkirk	2	—	—	1	—	2	—	—	5	—	—	—	—	5	—	—
Stirling	7	—	—	—	—	6	—	2	56	—	—	—	1	57	—	1
Sutherland	—	—	—	—	1	—	—	1	—	—	—	—	—	2	—	—
West Lothian	10	—	—	—	—	21	—	1	18	—	1	—	—	16	—	1
Wigtown	10	—	—	—	—	3	—	—	2	—	—	—	—	25	—	1
Zetland	3	—	—	—	—	—	—	—	27	—	—	—	—	—	—	—
Total Scotland	456	—	23	16	11	415	5	16	1,140	—	41	41	27	1,157	23	82

U.K. CONSUMPTION OF MOTOR SPIRIT



MOTOR SPIRIT

The growth of total consumption of motor spirit in the United Kingdom has already been traced from 1903 to 1927 as an indication of the development of motor traffic (see page 19). Before the war practically the whole of this country's requirements were imported in the refined state. Latterly these supplies have been supplemented by large quantities of spirit refined in this country from imported crude petroleum and Scottish shale oil.

In 1927 the total consumption of motor spirit was 673,179,896 gallons of which 520,677,168 were imported in a refined state and 152,502,728 were home-refined and retained for consumption. A further 96,161,722 gallons of home-refined spirit was exported. Imports of motor spirit and production of home-refined spirit are given in the following Table from 1913 to 1928.

TABLE XXXVIII

CONSUMPTION OF MOTOR SPIRIT

Year	Net Imports of Motor Spirit	Retained Home Production from imported and native petroleum and Shale	Total	Col. 2 as % of Col. 3
1913	100,149,061	900,000	101,049,061	1.1
1920	181,062,662	810,546	181,873,208	2.2
1921	238,711,649	18,810,924	257,522,573	13.7
1922	284,543,003	41,205,350	325,748,353	12.6
1923	288,626,930	53,175,446	341,802,376	15.6
1924	379,206,450	97,418,603	476,625,053	20.4
1925	358,537,000	128,423,000	486,960,000	26.4
1926	543,747,000	133,093,000	676,840,000	19.7
1927	520,677,168	152,502,728	673,179,896	22.7
1928 (to 30th June)	344,142,677	65,655,335	409,798,012	16.0

During 1925 stocks of motor spirit declined heavily but were built up again in 1926. In normal times stocks do not vary greatly and are generally roughly equivalent to two or three months consumption.

RUBBER AND TYRES

WORLD CONSUMPTION OF CRUDE RUBBER

Since the tyre industry uses roughly 75 per cent. of the crude rubber consumed in the United Kingdom, rubber consumption statistics are of direct interest to the motor industry. Further the movement of stocks of rubber and rubber prices in this country being governed largely by the world rubber situation, it is desirable to consider the United Kingdom figures in conjunction with those of other countries. In the following Table, annual imports of rubber are given together with the end of year stocks, and from these is deduced apparent consumption.

TABLE XXXIX

	U.K.			U.S.A.				
	Net Imports (1)	End of Year Stocks (2)	Apparent Consumption (3)	Net Imports (4)	End of Year Stocks (5)	Apparent Consumption (6)	Average price per lb. smoked sheet London Pence	N. York Cents.
1920	56,844	55,700	24,000	248,762	76,000	215,000	—	36.30
1921	42,087	79,700	18,000	179,678	52,000	170,504	9.64	16.36
1922	11,724	81,100	10,000	296,267	90,000	282,560	9.08	17.50
1923	12,700	66,600	27,000	300,372	73,000	305,694	15.21	29.45
1924	11,550	32,400	22,000	317,747	63,000	328,769	13.76	26.20
1925	4,061	6,200	30,000	381,815	74,000	388,481	34.88	72.46
1926	84,865	51,243	40,000	395,667	72,520	366,149	23.50	48.50
1927	60,249	66,208	45,000	398,483	100,130	371,027	18.36	37.72
1928 (to 30th June)	2,390	41,057	23,000	194,936	90,198	205,000	14.97	29.56

	OTHER COUNTRIES			WORLD		
	Net Imports (1)	End of Year Stocks (2)	Apparent Consumption (3)	Net Imports (4)	End of Year Stocks (5)	Apparent Consumption (6)
1920	65,035	107,300	71,000	370,641	239,000	310,000
1921	78,797	129,300	76,496	300,562	261,000	265,000
1922	87,894	151,900	97,440	395,885	323,000	390,000
1923	94,946	114,400	102,306	408,018	254,000	435,000
1924	108,650	85,600	119,231	414,847	181,000	470,000
1925	130,617	101,800	141,519	516,493	182,000	560,000
1926	133,111	135,237	138,851	613,643	259,000	545,000
1927	169,057	111,000	193,973	627,789	277,000	609,000
1928 (to 30th June)	86,804	92,000	105,000	279,338	223,000	333,000

MOTOR TYRES—OUTER COVERS

The capacity of the British tyre industry has been increased in recent years as a result of steady activity. Production since the census year 1924 is estimated as follows.

1924	1,927,100
1925	2,900,000
1926	3,000,000
1927	3,480,000

In 1927 net imports of outer covers exceeded British exports by 6,000 covers. Disregarding stocks, home consumption may be taken at 3,486,000.

MOTOR TYRES—INNER TUBES AND SOLIDS

In 1924 the British output of inner tubes was approximately 1,800,000, and the output of solid tyres was 397,700. A summary of the United Kingdom consumption of motor vehicle tyres, estimated on the basis explained above, is given below.

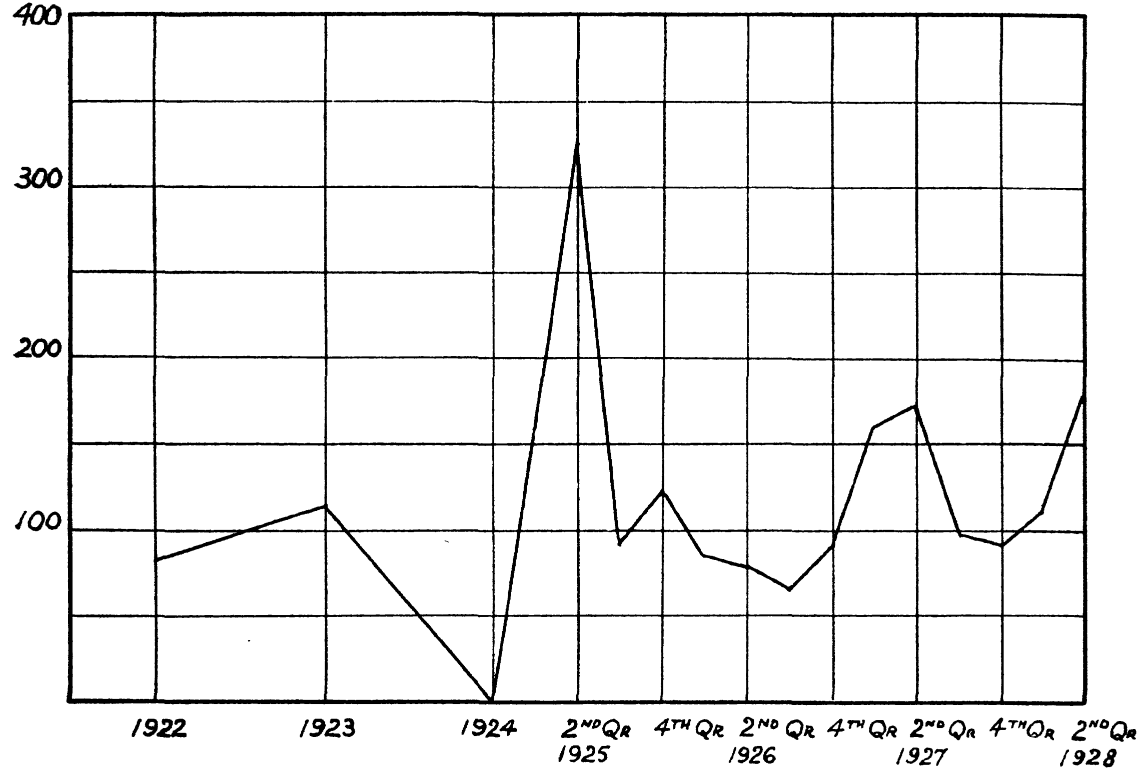
	Outer Covers	Inner Tubes	Solids
1924 ..	2,219,700	2,320,000	410,000
1925 ..	3,067,000	3,100,000	450,000
1926 ..	3,180,000	3,250,000	370,000
1927 ..	3,486,000	3,600,000	265,000

The corresponding consumption in the United States was :

1926 ..	61,000,000	76,000,000	750,000
1927 ..	64,000,000	71,000,000	744,000

In the United States there are twenty times as many motor vehicles as in this country, so that tyre consumption per vehicle would seem to be similar in the two countries.

U.K. NET IMPORTS OF MOTOR VEHICLES



IMPORTS

MOTOR VEHICLES

In the following sections the net imports into the United Kingdom of motor vehicles, motor vehicle parts and accessories, motor vehicle tyres and agricultural tractors are given in Summary form, and also the gross imports of each for the year 1927 and for the first half of 1928 by country of origin.

" Net Imports " are total imports (including " imports for warehousing ") less re-exports. " Imports for warehousing " during a given period do not necessarily become at once available for consumption. Gross imports are total imports without deduction of re-exports.

TABLE XL

SUMMARY U.K. NET IMPORTS OF MOTOR VEHICLES

Monthly Average for	Private Cars No.	Private Cars Value £	Commercial Vehicles No.	Commercial Vehicles Value. £	Chassis (Cars and C.V.'s) No.	Chassis (Cars and C.V.'s) Value £	Total No.	Total Value £	Index of Quantity 1924=100
1922..........	1,083	182,324	76	14,555	703	121,210	1,862	318,089	81.8
1923..........	1,218	201,015	16	4,488	1,040	140,839	2,275	346,342	113.5
1924..........	925	194,062	76	9,548	1,004	140,338	2,005	343,948	100.0
1925—1st Qr.	2,439	444,563	—	—	1,196	163,198	3,635	607,761	159.7
2nd Qr.*	5,591	990,106	13	5,312	1,792	290,110	7,396	1,285,528	325.0
3rd Qr.	955	189,850	58	9,505	1,074	137,576	2,087	336,931	91.6
4th Qr.	1,609	355,381	77	12,264	1,086	120,697	2,772	488,342	122.0
1926—1st Qr.	777	131,189	111	19,470	1,058	157,924	1,946	308,583	85.5
2nd Qr.†	608	96,873	52	8,394	1,124	147,333	1,784	252,600	78.4
3rd Qr.	849	138,413	33	3,606	589	69,792	1,471	211,811	64.6
4th Qr.	1,423	215,692	15	2,639	645	79,700	2,083	298,031	91.7
1927—1st Qr.	1,945	316,942	19	2,555	1,232	141,014	3,196	460,511	159.4
2nd Qr	2,405	443,363	4	996	1,041	130,035	3,450	574,364	172.1
3rd Qr.	975	183,605	1	462	1,007	111,140	1,983	295,207	98.9
4th Qr.	843	183,773	1	650	980	116,546	1,824	300,969	91.0
1928—1st Qr.	1,109	219,716	4	1,711	1,119	146,461	2,232	367,888	111.3
April ..	1,453	256,944	7	1,960	1,823	204,111	3,283	463,015	172.0
May ...	1,712	286,849	1	1,104	1,466	129,950	3,179	417,903	158.5
June ..	1,636	266,596	1	251	2,563	224,179	4,200	491,026	209.5

*Re-imposition of McKenna duties on Private Cars, August 1st, 1925.

† Imposition of McKenna duties on Commercial Vehicles, May 1st, 1926.

A considerable share of the home demand has always been supplied from abroad. During 1926 imports of motor vehicles decreased to a marked extent. In the first half of 1928 the tendency has been reversed. While complete commercial vehicle imports have dwindled to a negligible quantity, the imports of chassis and complete private cars have increased greatly.

The following are the countries of origin of the gross imports into the United Kingdom during the year 1927 and the first half year 1928.

GROSS IMPORTS OF MOTOR VEHICLES BY COUNTRY OF ORIGIN.

COUNTRY WHENCE CONSIGNED	1927 PRIVATE CARS		1927 COMMERCIAL VEHICLES		1927 CHASSIS FOR BOTH		6 MONTHS ENDING JUNE, 30th, 1928. PRIVATE CARS.		COMMERCIAL VEHICLES		CHASSIS FOR BOTH	
	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£
Argentine	2	355	—	—	—	—	—	—	—	—	—	—
Australia	1	650	—	—	—	—	—	—	—	—	—	—
Austria	11	2.609	—	—	10	4,293	17	4 430	—	—	4	1.674
Belgium	243	72,523	6	244	188	57,534	396	141,794	—	—	266	91,366
British Malaya	2	125	—	—	—	—	1	85	—	—	—	—
B. South Africa	2	375	—	—	—	—	—	—	—	—	—	—
B. West Africa	1	50	—	—	—	—	—	—	—	—	—	—
B. West Indies	2	265	—	—	—	—	—	—	—	—	—	—
Canada	3,234	798,495	—	—	3,096	387,727	1,152	283,007	—	—	1,867	215,199
Channel Islands	6	578	—	—	—	—	2	70	—	—	—	—
China	1	294	—	—	—	—	—	—	—	—	—	—
Czecho-Slovakia	3	651	—	—	—	—	—	—	—	—	—	—
Denmark	—	—	—	—	—	—	3	202	—	—	—	—
Egypt	2	220	—	—	—	—	—	—	—	—	1	125
France	3,998	587,165	45	8,945	1,104	232.723	1,475	251,070	7	1.170	428	81.312
Germany	13	4,002	3	737	16	8,754	24	8,534	8	3,372	19	11,831
Gibraltar	1	45	—	—	—	—	2	45	—	—	—	—
India	4	605	1	40	—	—	6	619	—	—	—	—
Irish Free State	21	1,629	—	—	2	35	8	1,513	2	66	1	327
Italy	2,292	433,247	1	1,084	1,871	184,190	118	20,255	—	—	312	48,103
Malta and Gozo	6	1,013	—	—	—	—	4	346	—	—	—	—
Netherlands	5	486	—	—	—	—	1	127	—	—	—	—
New Zealand	1	65	—	—	—	—	—	—	—	—	—	—
Norway	—	—	—	—	—	—	—	—	—	—	4	1,775
Spain	1	699	—	—	14	9,718	—	—	—	—	3	2,010
Sweden	1	50	—	—	—	—	1	75	—	—	—	—
Switzerland	4	927	—	—	16	7,334	5	680	—	—	16	6,381
U.S.A.	9,362	1,652,775	42	6,805	7,042	702,193	5,558	871,629	4	1,255	6,438	578,594
TOTAL	19,219	3,559,898	98	17,855	13,359	1,594,501	8.773	1,584,481	21	5,863	9,359	1,038,697

MOTOR VEHICLE PARTS AND ACCESSORIES

Net imports of motor vehicle parts and accessories into the United Kingdom are given in the following Table from the year 1923. Where complete vehicles or chassis are imported unassembled, the parts are returned as vehicles or chassis and are not included in this Table.

TABLE XLI—SUMMARY U.K. NET IMPORTS.

Monthly Average for	Engines		Ball Bearings, Roller Bearings, etc.	Chains, Steel Transmission	Wheels Rims & Spokes	Other Parts and Accessories	Total Value	Index of Total Value 1924=100
	No.	Value						
		£	£	£	£	£	£	£
1923	96	2,723	9,846	320	10,216	143,809	166,914	67.1
1924	276	6,473	13,612	478	11,827	216,495	248,885	100.0
1925	6	317	16,777	571	6,704	176,549	200,918	80.7
1926	368	8,273	7,020	227	8,445	195,877	219,842	88.3
1927								
1st Qr.	838	22,120	6,925	163	10,193	185,641	223,474	89.8
2nd Qr.	703	18,835	6,335	56	11,195	204,288	240,709	96.7
3rd Qr.	784	18,904	7,699	97	5,054	206,325	238,079	95.7
4th Qr.	348	7,025	8,382	—	1,591	152,802	169,800	68.2
1928								
1st Qr.	204	6,053	6,354	48	2,268	134,625	149,348	60.0
April	136	4,426	4,161	—	2,722	126,597	137,906	55.4
May	488	13,472	5,529	105	2,681	118,912	140,699	56.5
June	524	14,650	5,768	82	2,347	148,567	171,414	68.9

TABLE XLII—GROSS IMPORTS BY COUNTRIES OF ORIGIN JANUARY TO JUNE, 1928

Country whence consigned	Engines		Ball Bearings, Roller Bearings, etc.		Chains Steel Transmissions	Wheels, Rims and Spokes	Chassis Parts Unassembled	Other Parts and Accessories
	No.	£	Tons	£	£	£	£	£
Algeria	—	—	—	—	—	—	—	56
Argentine	—	—	—	—	—	—	—	138
Australia	—	—	—	—	—	—	—	272
Austria	—	—	—	—	—	—	—	1,510
Belgium	—	—	—	81	—	7,602	—	44,889
Brazil	—	—	—	—	—	—	—	10
B. East Africa	—	—	—	—	—	—	—	8
B. Malaya	—	—	—	—	—	—	—	6
B. South Africa	—	—	—	—	—	3	—	10
B. West Africa	—	—	—	—	—	—	—	11
Canada	—	—	—	—	—	1,308	—	91,584
Canary Islands	—	—	—	—	—	—	—	287
Channel Islands	—	—	—	—	—	—	—	6
Czecho-Slovakia	—	—	1	106	—	—	—	584
Denmark	—	—	—	4	—	—	—	1,376
Egypt	—	—	—	—	—	—	—	30
Finland	—	—	—	—	—	—	—	64
France	1,716	29,186	—	2,275	41	2,527	1,543	163,369
Germany	4	1,230	5	3,891	—	49	—	67,793
Hungary	—	—	—	—	—	—	—	56

IMPORTS—PARTS AND ACCESSORIES—*Continued.*

India	—	—	—	—	—	—	—	2,148
Irish Free State	152	2,804	—	—	—	4	—	21,488
Italy	—	—	—	425	—	22	2,372	30,548
Japan	—	—	—	—	—	—	—	103
Latvia	—	—	—	—	—	—	—	5
Malta	—	—	—	—	—	—	—	1
Netherlands	—	—	—	—	—	—	—	10,468
New Zealand	—	—	—	—	—	—	—	5
Norway	—	—	—	—	—	—	—	370
Spain	—	—	—	—	—	—	—	328
Sweden	—	—	80	20,965	—	4	—	552
Switzerland	29	6,825	1	1,542	—	907	—	26,507
Syria	—	—	—	—	—	—	—	9
U.S.A.	271	20,020	27	11,874	315	2,747	66	448,258
TOTAL	2,172	60,065	114	41,163	356	15,173	3,981	912,849

AGRICULTURAL TRACTORS†

TABLE XLIII—SUMMARY U.K. NET IMPORTS

Monthly Average for	No.	Weight, tons.	Value £
1923	—*	30	2,495
1924	—	218	18,565
1925	—	174	16,169
1926			
1st Qr.	110	194	14,085
2nd Qr.	29	27	3,240
3rd Qr.	202	242	19,009
4th Qr.	53	90	8,804
1927			
1st Qr.	212	261	19,611
2nd Qr.	87	137	7,396
3rd Qr.	195	236	17,429
4th Qr.	313	403	26,027
1928			
1st Qr.	156	208	15,116
April	99	124	12,692
May	175	247	20,674
June	60	116	9,193

*Numbers not available prior to January, 1926.
†Includes Steam-rollers prior to January, 1926.

TABLE XLIV—GROSS IMPORTS BY COUNTRIES OF ORIGIN JANUARY TO JUNE, 1928

	No.	Tons	£
Canada	15	29	2,181
Denmark	1	—	136
France	41	9	3,182
Germany	1	2	565
U.S.A.	766	1,109	85,386
TOTAL	824	1,149	91,450

MOTOR VEHICLE TYRES

Net imports of Motor Vehicle Tyres are given in the following table since 1923 and in Table 46 the gross imports of these tyres by countries of origin for the first six months of 1928.

TABLE XLV—SUMMARY U.K. NET IMPORTS

Monthly Average for	Outer Covers. No.	Outer Covers. Value. £	Inner Tubes.* No.	Inner Tubes.* Value. £	Solid Tyres.† No.	Solid Tyres.† Value. £
1923	101,921	226,595			5,870	24,834
1924	70,235	150,223			5,978	24,109
1925	86,606	199,817			6,487	29,602
1926	90,313	263,836	63,568	33,836	4,501	24,169
1927						
1st Qr.	116,513	280,938	83,909	35,311	5,079	25,131
2nd Qr.	110,249	227,290	60,799	20,703	2,074	10,908
3rd Qr.	45,182	96,364	22,388	8,144	2,584	8,166
4th Qr.	28,252	58,396	10,166	4,853	1,520	7,983
1928						
1st Qr.	19,051	40,663	7,197	3,665	985	4,450
April*	23,851	47,223	4,581	187	966	4,686
May	18,355	34,541	26,192	7,527	1,121	4,159
June	18,113	40,758	23,985	7,701	1,034	3,682

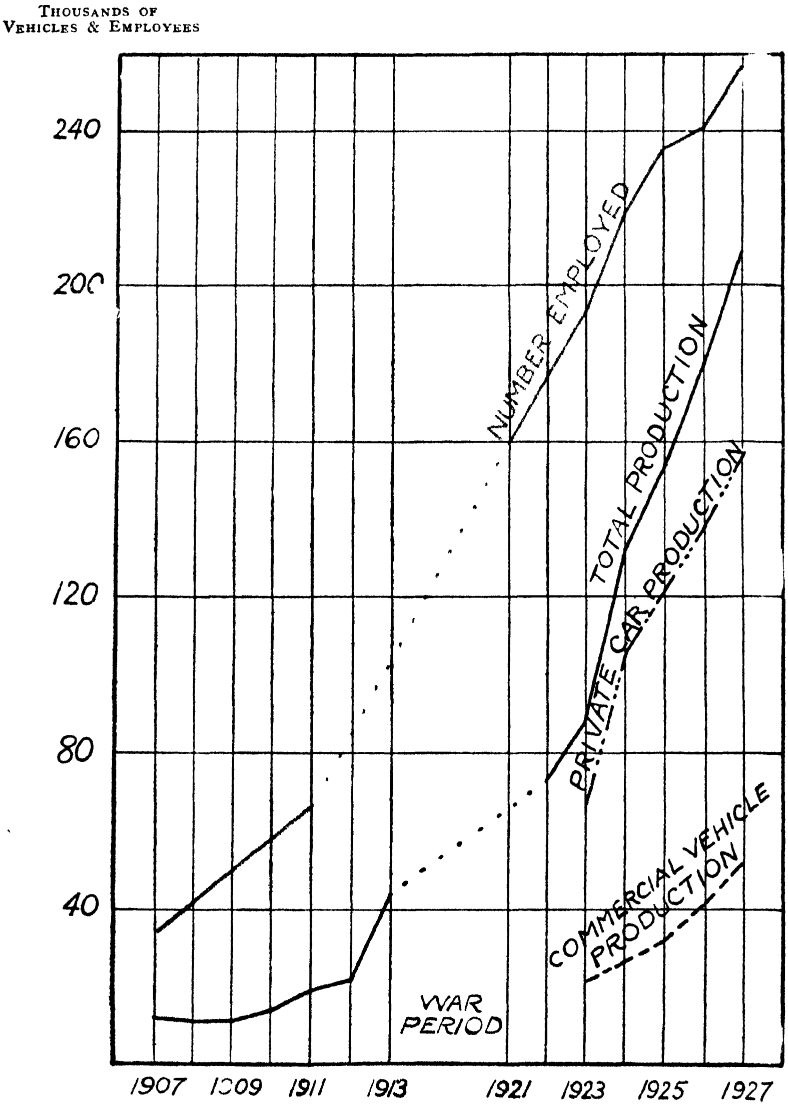
* " Inner Tubes " includes Tubes for Motor Vehicles and Motor Cycles prior to January 1927. Separate statistics on this basis (i.e., excluding pedal cycle tubes) are not available prior to January 1926.

†Imposition of the McKenna duties, April 12th, 1927.

TABLE XLVI—GROSS IMPORTS BY COUNTRIES OF ORIGIN JANUARY TO JUNE, 1928

Country whence Consigned	Pneumatic Outer Covers No.	Pneumatic Outer Covers £	Pneumatic Inner Tubes No.	Pneumatic Inner Tubes £	Solid Tyres No.	Solid Tyres £
Argentine	1	3	—	—	—	—
Belgium	13,235	24,164	6,425	1,816	4	16
B. Malaya	50	107	—	—	—	—
B. South Africa	—	—	6	4	—	—
Br. West Africa	4	15	—	—	—	—
B. West Indies	1	2	—	—	—	—
Canada	73,388	141,767	27,944	9,895	116	333
Channel Islands	3	9	2	1	—	—
Denmark	20	30	—	—	—	—
France	15,678	38,522	53,145	22,197	3,071	9,839
Germany	689	2,637	386	308	27	42
Irish Free State	432	1,227	64	63	—	—
Italy	4,382	10,564	1,016	245	2,300	13,745
Netherlands	—	—	1,130	71	—	—
Spain	1	3	—	—	—	—
Switzerland	1	3	—	—	—	—
U.S.A.	40,273	97,218	22,652	6,870	907	3,583
TOTAL	148,158	316,271	112,770	41,470	6,425	27,558

MOTOR VEHICLE PRODUCTION AND EMPLOYMENT



PART III

BRITISH MOTOR PRODUCTION

OUTPUT OF MOTOR VEHICLES

In the following Table the output of British Motor Vehicles is estimated on the basis of the Census of Production of 1907, Registration Statistics and Import and Export Statistics supplemented by information received officially and otherwise.

TABLE XLVII

	Total Cars and Commercial Vehicles	Cars	Commercial Vehicles
1907	12,000	—	—
1908	10,500	—	—
1909	11,000	—	—
1910	14,000	—	—
1911	19,000	—	—
1912	22,000	—	—
1913	44,000	—	—
1922	73,000	—	—
1923	88,000	66,396	21,604
1924	132,000	105,468	26,532
1925	153,000	121,000	32,000
1926	180,000	138,500	41,500
1927	209,000	157,000	52,000

Since the first publication of this Table in the 1926 edition the preliminary results of the Census of 1912 and 1924 have appeared, and when due allowance is made for foreign assemblies and differences of classification, confirm the estimates for these years. The estimate for 1924 and previous years having been corroborated so closely that no adjustment has been found necessary, the figures for subsequent years on the same basis may be relied upon.

From an analysis of returns made to the Society by British manufacturers it appears that the number of motor vehicles produced per man employed in private car and commercial vehicle factories respectively, per year, has been as follows :

	Private Cars	Commercial Vehicles
1924	1.99	.55
1925	2.49	.79
1926	2.54	.90
1927	2.81	.95

The average selling value produced per man year has been as follows :

	Private Cars	Commercial Vehicles
	£	£
1924	600.9	545.3
1925	666.2	586.6
1926	652.5	598.8
1927	666.3	642.3

ACCESSORIES AND COMPONENTS

In Accessory and Component Factories the following table shows that the value of output per man employed has steadily increased, whilst employment, wages and nett value of sales have gone up in surpisingly similar ratio during the four years under supervision.

Index 1924=100.

	Employment	Wages	Nett Value of Sales	Value of Output per Man year.
1924 ..	100	100	100	£398.7
1925 ..	111.1	117.1	117.8	£422.8
1926 ..	119.7	128.8	124.7	£415.4
1927 ..	133.9	146.6	144.8	£431.0

EMPLOYMENT AND WAGES

It is now possible to eliminate that proportion of the employment referable to the Cycle, Motor Cycle and Aircraft industries which was previously included in the employment figures of the Motor Vehicle Industry proper. The following figures refer to all those directly employed in the Construction and Repair of Road Motor Vehicles (excluding Motor Cycles) and in the manufacture of parts, accessories and tyres for the same.

TABLE XLVIII

Year	Nos. employed
1907	34,000
1911	66,000
1921	159,000
1923	194,000
1924	219,000
1925	235,000
1926	241,000
1927	257,000

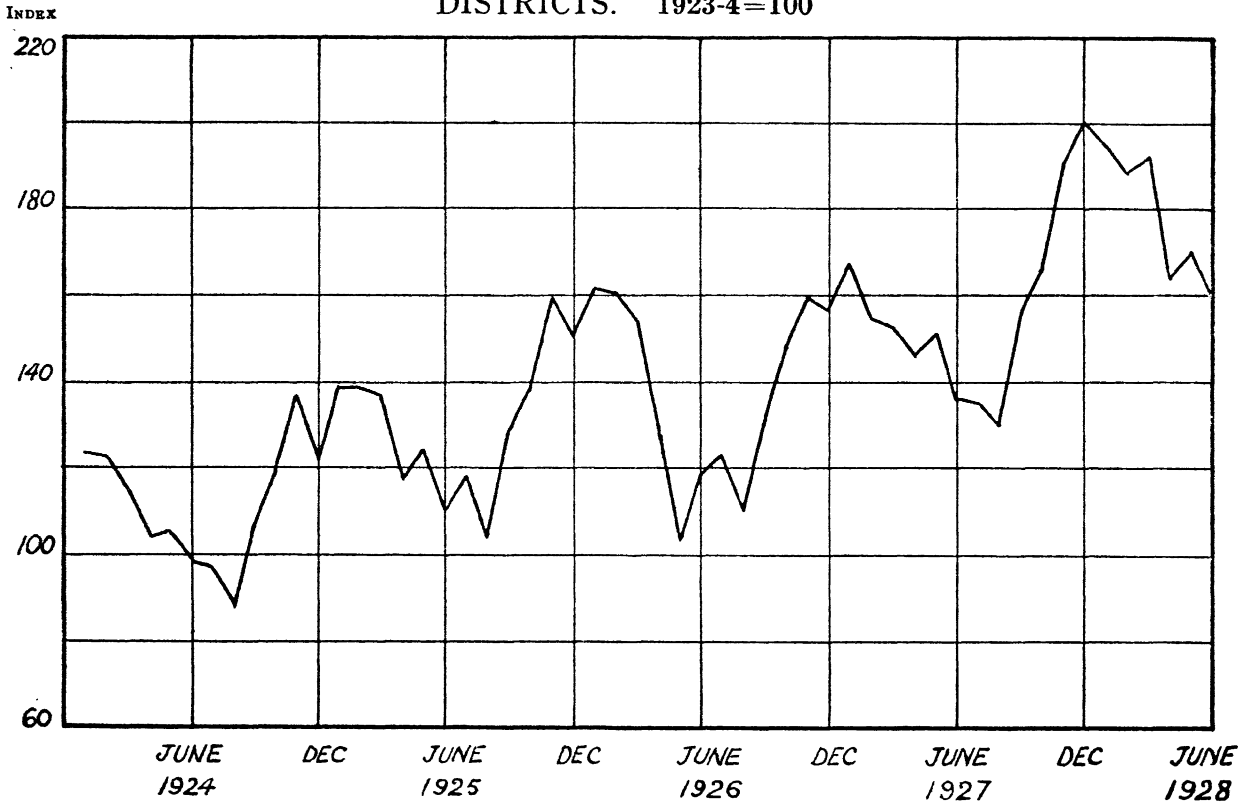
It will be observed that the rapid increase in employment during recent years was checked in 1926 by the dislocation caused by the general and coal stoppages.

This also caused extensive " part time working " as well as swelling " total unemployment," and thus affected earnings adversely in that year. The average earnings of all skilled and unskilled men have been as follows :

	s.	d.	
1914	40	8¾	per week
1923	71	10	,,
1924	75	5½	,,
1925	78	3	,,
1926	76	4	,,
1927	80	7¼	,,

In the first half of 1928, employment at its highest undoubtedly surpassed the 1927 figure. On the average however, employment in the motor industry this year has been affected by general trade depression while earnings have fallen off owing to less steady employment.

INDEX CONSUMPTION OF ELECTRICITY IN MOTOR MANUFACTURING DISTRICTS. 1923-4=100



CONSUMPTION OF ELECTRICAL POWER IN MOTOR MANUFACTURE

The Horse-power of engines returned on the Census of Production Schedules for 1924 for the Cycle and Motor Trades amounted to 52,056, while electric motors driven by purchased electricity of a horse-power of 142,101 were included in the Return. As pointed out in the 1926 edition, the Motor Industry has reached a high degree of electrification so that the consumption of electrical power by motor firms affords a fair indication of activity in Motor Manufacture. In the South-West Midlands area 91 per cent. of the total electrical energy generated is consumed by industrial undertakings.

The following index of production of electricity in that area throws further light on the trend of Motor production at monthly intervals.

INDEX OF PRODUCTION OF ELECTRICITY
(SOUTH-WEST MIDLANDS)
MONTHLY AVERAGE 1923-24=100.
TABLE XLIX

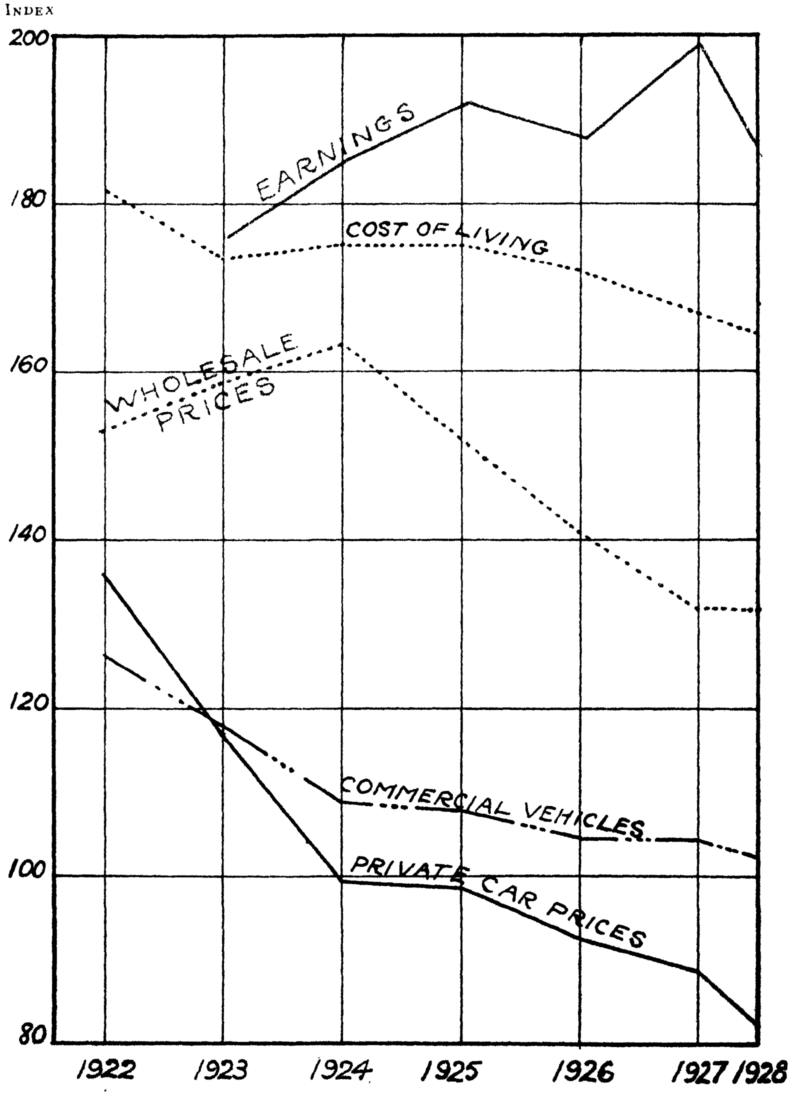
	1924	1925	1926	1927	1928
January	123	139	162	167	195
February	122	139	161	155	188
March............	115	137	155	153	192
April.............	104	117	128	146	164
May	105	124	103	151	170
June	98	110	119	136	160
July	97	118	123	135	
August	88	104	112	130	
September	107	129	132	157	
October	119	139	148	166	
November	137	159	159	190	
December	122	151	157	200	
Average ...	111.4	130.5	138.3	157.1	

(By courtesy of the B.E.A.M.A.,
Economic & Statistical Department).

INDEX OF PRICES OF BRITISH MOTOR VEHICLES

INDEX OF COST OF LIVING—EARNINGS AND WHOLESALE PRICES

1914=100



PRICES

The consistent reduction in price of the products of the Motor industry has been perhaps its most remarkable feature in recent years.

In the following Table index figures of the fluctuations in list prices of twelve typical models each of private cars and commercial vehicles are compared with the cost of living index. In two further columns the private car and commercial vehicle index figures are corrected by the application of the cost of living index. On a gold basis (i.e., in pre-war money) current prices of private cars and commercial vehicles are 50.1 % and 38 % respectively below the pre-war level.

TABLE L

	Index of Nominal Prices		Index of Cost of Living	Index of Gold Prices	
	Private Car Prices (1)	Commercial Vehicle Prices (2)	(3)	Private Car Prices (4)	Commercial Vehicle Prices (5)
1914	100	100	100	100	100
1922	135.5	126.2	181.4	74.8	69.7
1923	116.5	117.7	173.6	67.1	67.8
1924	99.1	108.9	175.0	56.6	62.2
1925	98.2	107.6	175.1	56.1	61.4
1926	92.2	104.2	172.0	53.6	60.6
1927	88.4	104.2	167.0	53.0	62.4
1928*	82.1	102.0	164.4	49.9	62.0

The industrial dislocation of 1926 generally increased the cost of production and especially the cost of materials. A comparison of columns 1 and 2 of the above Table with the fluctuations of wholesale prices of materials and the earnings of workpeople in the motor industry is a tribute to the increased efficiency of the motor industry.

	Index of Wholesale Prices of Materials	Index of Earnings in Motor Industry
1914	100	100
1922	155	—
1923	161	176.4
1924	166	185.3
1925	155	192.2
1926	144	187.6
1927	135	197.9
1928*	135	183.5

*1st six months.

A further point in connection with 1928 prices is the radical advance in design, performance and equipment both of private cars and commercial vehicles even over the preceding years. As compared with 1914, to-day's prices include in most cases spare wheel, four wheel brakes, lighting and starting equipment, speedometers, etc., which were all extras on pre-war models.

FINANCE

It is impossible to form an estimate of the amount of Capital employed in the British Motor Industry, owing to the large number of private firms and the fact that many motor firms employ their resources partly in the manufacture of cycles, aircraft and motor cycles. The figures of " Net Profits after payment of Debenture Interest " in the Motor and Cycle Industries published by the " Economist " give some indication of the progress made by the industry.

It may be pointed out that the periods ending December, 1926, and June, 1927, include portions of the Coal Stoppage period, whereas the period ended March, 1927, does not. The improvement in the latter period is noteworthy. The thirty-five firms covered by this Table in June, 1928, have a capital of approximately thirty-five and a half millions sterling.

NET PROFITS AFTER PAYING DEBENTURES
(Motor and Cycle Industries)

TABLE LI

	Companies.	Profits	Increase over preceding period		Decrease over preceding period	
		£	£	%	£	%
Quarter ended :						
December, 1918	12	644,206				
,, 1919	12	859,848	215,642	33.3		
Year ended :						
June, 1919	19	1,100,320				
,, 1920	19	1,393,455	293,135	26.6		
Quarter ended :						
December, 1919	18	1,068,796				
,, 1920	18	1,129,184	60,388	5.6		
Year ended :						
June, 1920	24	1,677,430			224,858	13.4
,, 1921	24	1,452,572				
Quarter ended :						
December, 1920	15	673,593				
,, 1921	15	Dr. 400,722			1,164,315	175.0
Year ended :						
June, 1921	27	2,172,391				
,, 1922	27	Dr. 2,363,222			4,535,613	208.8

FINANCE—*continued.*

	Companies	Profits	Increase over preceding period		Decrease over preceding period	
		£	£	%	£	%
Quarter ended :						
December, 1921	12	639,160				
,, 1922	12	551,705			87,455	13.7
Year ended :						
June, 1922	27	Dr. 1,811,294				
,, 1923	27	Dr. 508,508	1,302,786			
Quarter ended :						
December, 1922	12	590,126				
,, 1923	12	470,239			**119,887**	**20.2**
Quarter ended :						
March, 1923	6	Dr. 236,381				
,, 1924	6	175,723	412,104			
Year ended :						
June, 1923	26	23,921				
,, 1924	26	702,571	678,650			
Quarter ended :						
December, 1923	13	457,329				
,, 1924	13	611,543	154,214	33.7		
Quarter ended :						
March, 1924	7	438,741				
,, 1925	7	619,813	181,072	41.3		
Year ended :						
June, 1924	27	652,848				
,, 1925	27	1,301,626	648,778	99.4		
Quarter ended :						
December, 1924	13	701,414				
,, 1925	13	680,103			21,311	3.0
Quarter ended :						
March, 1925	7	610,095				
,, 1926	7	801,359	191,264	31.4		
Year ended :						
June, 1925	29	1,533,847				
,, 1926	29	1,409,185			124,662	8.1
Quarter ended :						
December, 1925	15	747,076				
,, 1926	15	762,937	15,861	2.1		
Quarter ended :						
March, 1926	10	832,023				
,, 1927	10	1,220,903	388,880	46.7		
Year ended :						
June, 1926	30	2,008,631				
,, 1927	30	2,298,171	289,540	14.4		
Quarter ended :						
December, 1926	16	1,129,641			99,586	8.8
,, 1927	16	1,030,055				
Quarter ended :						
March, 1927	12	770,646				
,, 1928	12	845,815	75,169	9.8		
Year ended :						
June, 1927	35	2,870,658				
, 1928	35	3,069,977	199,319	6.9		

Since the disastrous years 1921 and 1922 the industry has not been attractive to investors, in spite of the great progress made in production and sales. Efforts have been concentrated on capturing Home and Overseas Markets, and most of the profits have been handed on to the consumer in the extensive price reductions noted above. This policy, by broadening the basis of production, has latterly borne fruit in attracting the necessary new capital as shewn in the following Table. The statistics for the earlier years are published by courtesy of the *Statist.*

NEW CAPITAL APPLICATIONS

(Motor Traction and Manufacturing)

TABLE LII

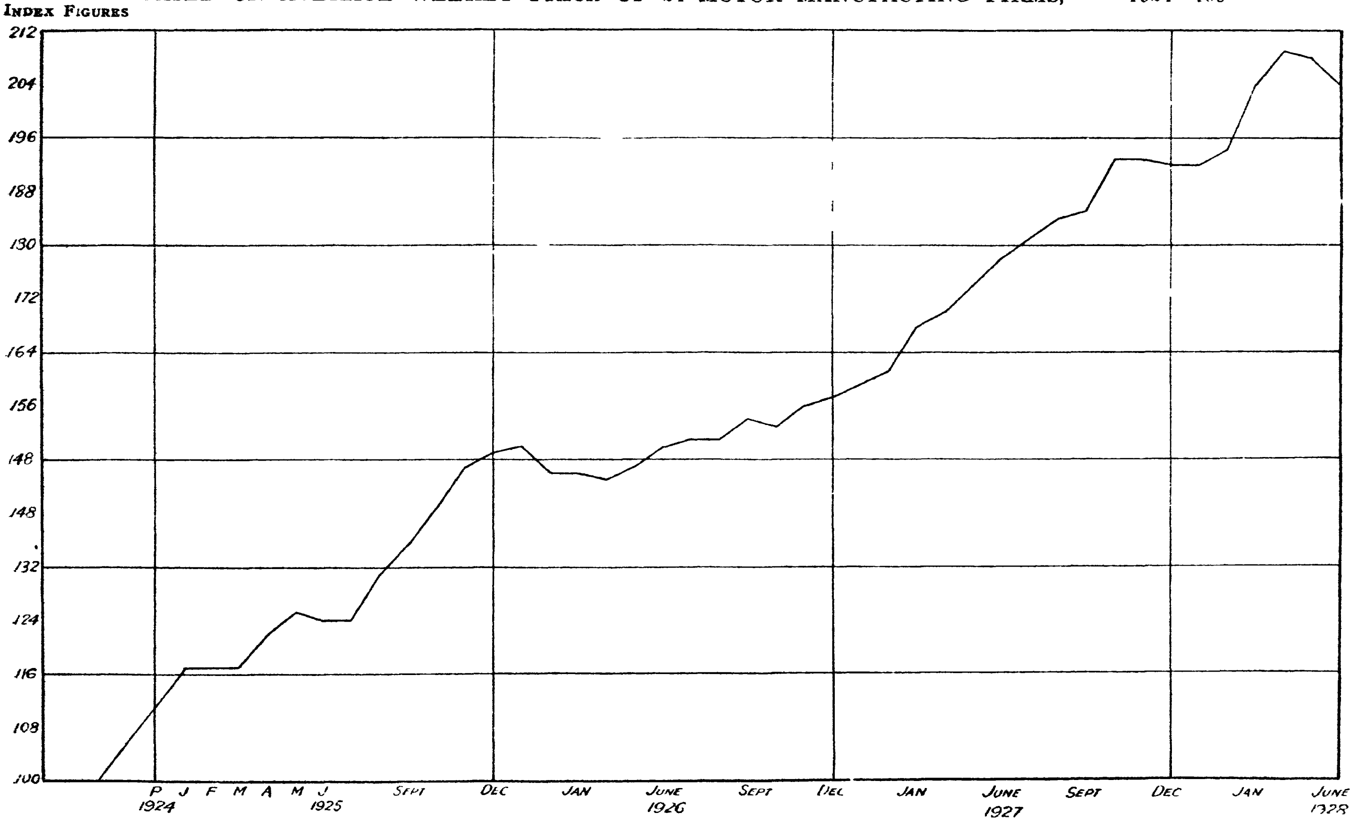
Whole Year	£	Whole Year	£
1907	2,206,106	1913	1,581,250
1908	1,883,016	1914	2,009,160
1909	not available	1915	120,000
1910	350,149	1916	395,000
1911	319,236	1917	361,387
1912	556,812	1918	663,700

Period	1919	1920	1921	1922	1923
	£	£	£	£	£
1st Quarter	2,006,900	4,937,500	35,000	Nil	Nil
2nd „	2,438,400	1,674,000	570,000	„	292,500
3rd „	1,154,100	1,511,200	300,000	„	101,000
4th „	8,608,100	445,000	Nil	„	53,100
Whole Year	14,207,500	8,567,700	905,000	„	446,600

Period	1924	1925	1926	1927	1928
	£	£	£	£	£
1st Quarter	571,700	35,000	2,083,400	280,400	581,900
2nd „	213,200	Nil	250,000	925,100	295,000
3rd „	271,300	„	3,000,000	56,200	
4th „	147,000	223,200	388,800	347,500	
Whole Year	1,203,200	258,200	5,722,200	1,609,200	

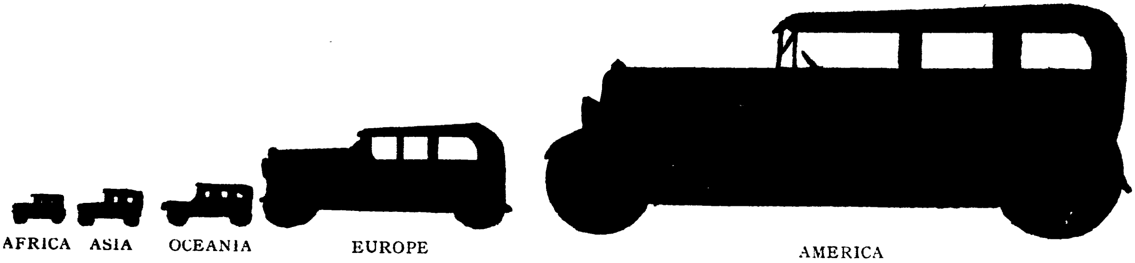
INDEX OF SECURITY PRICES

BASED ON AVERAGE WEEKLY PRICE OF 24 MOTOR MANUFACTING FIRMS, 1921 = 100

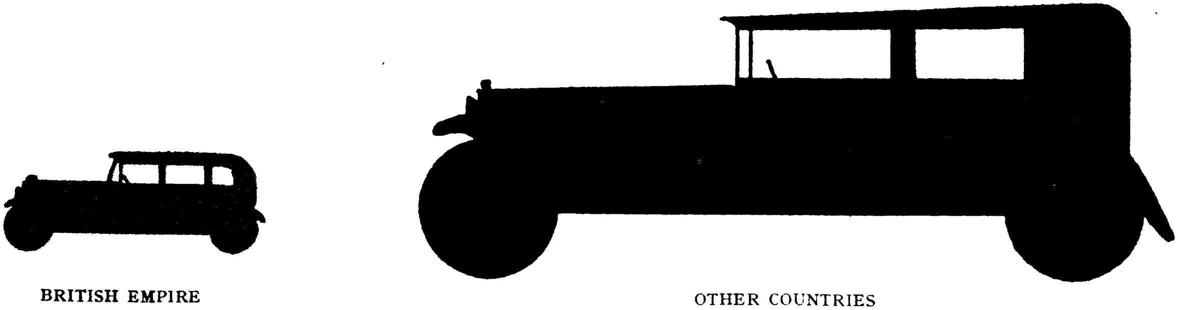


WORLD CONSUMPTION OF MOTOR VEHICLES

By Continents



British Empire and All Other Countries



PART IV

BRITISH MOTOR EXPORTS

WORLD CONSUMPTION OF MOTOR VEHICLES

BY CONTINENTS

	Private Cars	Trucks inc. of Buses	Total	Total as % of World
Africa	204,093	42,178	246,271	.8
America ..	21,632,270	3,221,166	24,853,436	83.7
Asia	275,746	73,302	349,048	1.2
Europe.. ..	2,492,972	1,114,047	3,607,019	12.2
Oceania ..	507,576	122,839	630,415	2.1
TOTAL ..	25,112,657	4,573,532	29,686,189	100

BRITISH EMPIRE AND OTHER COUNTRIES

	Private Cars	Trucks	Total	% of Total
British Empire	2,427,168	698,717	3,125,885	10.5
Other Countries	22,685,489	3,874,815	26,560,304	89.5

BY INDIVIDUAL COUNTRIES

In the following Table is given the approximate number of private cars and commercial vehicles (including omnibuses) and the total in each motor using country as at 1st January, 1928, and in Table 54 the mileage of Roads.

It has been possible this year to obtain, in many instances, official statistics of the number of motor vehicles registered. Where official information was unavailable, an estimate has been made based on official returns for a period either prior to or just after January, 1928, or reliable estimates from other sources.

TABLE LIII

AFRICA

Country	Private Cars	Trucks	Total
Abyssinia	215	28	243
Africa British East	7,318	3,338	10,656
,, ,, S.W.	1,052	279	1,331
,, Union of South	98,246	8,897	107,143
,, British West	5,050	6,983	12,033
,, French West	2,349	3,273	5,622
,, Portuguese East	891	369	1,260
Algeria	41,035	5,568	46,603
Angola	724	650	1,374
Belgian Congo	1,900	1,600	3,500
Canary Islands	3,354	1,409	4,763
Egypt	12,328	3,502	15,830
Eretrea	105	8	113
Liberia	140	50	190
Libya	303	327	630
Madagascar	1,000	301	1,301
Mauritius	2,557	400	2,957
Morocco, French	9,828	3,562	13,390
,, Spanish	400	200	600
Reunion	750	100	850
Rhodesia	5,593	373	5,966
Seychelles	19	2	21
Somaliland British	65	25	90
,, French	84	18	102
,, Italian	80	60	140
Sudan	1,000	300	1,300
Tangiers	274	119	393
Tunisia	7,433	437	7,870
Total Africa	204,093	42,178	246,271

AMERICA (NORTH AND SOUTH)

Country	Private Cars	Trucks	Total
Alaska	1,350	700	2,050
Argentine	238,302	42,135	280,437
Bolivia	1,000	300	1,300
Brazil	96,735	43,367	140,102
British West Indies	10,321	3,010	13,331
Canada	828,443	104,097	932,540
Chile	15,369	7,891	23,260
Colombia	7,040	4,251	11,291
Costa Rica	950	410	1,360
Cuba	35,000	10,000	45,000
Dominican Rep.	3,089	896	3,985
Dutch West Indies	800	250	1,050
Ecuador	885	354	1,239
Guadeloupe	833	90	923
Guatemala	1,600	469	2,069
Guiana British	1,417	193	1,610
,, Dutch	160	80	240
,, French	60	32	92
Haiti	2,260	280	2,540

WORLD CONSUMPTION OF MOTOR VEHICLES—*Continued.*

Country	Private Cars	Trucks	Total
Honduras	335	134	469
,, British	196	44	240
Martinique	1,383	254	1,637
Mexico	42,000	12,000	54,000
Miquelon and St. Pierre	17	44	61
Newfoundland and Labrador	1,146	196	1,342
Nicaragua	400	50	450
Panama	3,267	1,222	4,489
Paraguay	543	458	1,001
Peru	6,300	4,200	10,500
Porto Rico	10,852	3,195	14,047
Salvador	829	628	1,457
U.S.A.	20,282,214	2,971,668	23,253,882
Uruguay	26,708	3,262	29,970
Venezuela	10,073	4,931	15,004
Virgin Islands	393	75	468
Total Americas	21,632,270	3,221,166	24,853,436
	ASIA		
Aden	1,000	150	1,150
Afghanistan	100	100	200
Arabia	183	699	882
British Malaya	24,722	9,207	33,929
,, North Borneo	55	15	70
Ceylon	10,889	4,176	15,065
China	14,567	2,554	17,121
Chosen	1,599	220	1,819
Dutch East Indies	40,000	4,000	44,000
Formosa	297	892	1,189
French Indo-China	12,189	2,153	14,342
Hong-Kong	1,177	420	1,579
India British	100,000	17,000	117,000
,, French	146	70	216
,, Portuguese	339	160	499
Iraq	3,096	616	3,712
Japan	33,959	15,597	49,556
Palestine	1,415	775	2,190
Persia	2,930	1,254	4,184
Philippines	18,875	10,100	28,975
Sarawak	130	62	192
Siam	3,732	2,659	6,391
Syria	4,346	423	4,769
Total Asia	275,746	73,302	349,048
	EUROPE		
Austria	15,687	9,476	25,163
Azores	550	100	650
Belgium	70,000	40,000	110,000
Bulgaria	2,189	450	2,639
Crete	80	110	190
Cyprus	704	198	902
Czecho Slovakia	16,870	7,605	24,475
Danzig	1,231	622	1,853
Denmark	67,721	20,049	87,770
Esthonia	1,600	530	2,130

WORLD CONSUMPTION OF MOTOR VEHICLES—*Continued.*

Country	Private Cars	Trucks	Total
Finland	17,583	7,695	25,278
France	671,059	305,587	976,646
Germany	261,142	123,567	384,709
Gibraltar	479	128	607
Greece	13,000	3,674	16,674
Hungary	9,259	3,757	13,016
Iceland	209	300	509
Irish Free State	37,260	19,319	56,579
Italy	119,214	34,105	153,319
Latvia	1,350	700	2,050
Lithuania	662	201	863
Madiera	400	100	500
Malta	1,200	251	1,451
Netherlands	44,791	26,252	71,043
Norway	20,543	10,629	31,172
Poland	16,772	5,038	21,810
Portugal	13,000	3,000	16,000
Roumania	15,039	5,896	20,935
Russia	9,600	11,400	21,000
Spain	124,000	28,000	152,000
Sweden	81,465	28,077	109,542
Switzerland	42,369	12,078	54,447
Turkey	6,534	1,850	8,384
United Kingdom	801,857	402,218	1,204,075
Jugo Slavia	7,553	1,085	8,638
Total Europe	2,492,972	1,114,047	3,607,019
	OCEANIA		
Australia	357,698	90,403	448,101
Fiji	698	152	850
French Oceania	315	94	409
Hawaii	26,500	6,700	33,200
New Zealand	122,036	25,281	147,317
Papua	100	50	150
Samoa	156	100	256
Solomon Islands	2	2	4
Tonga	71	57	128
Total Oceania	507,576	122,839	630,415

MILEAGE OF ROADS

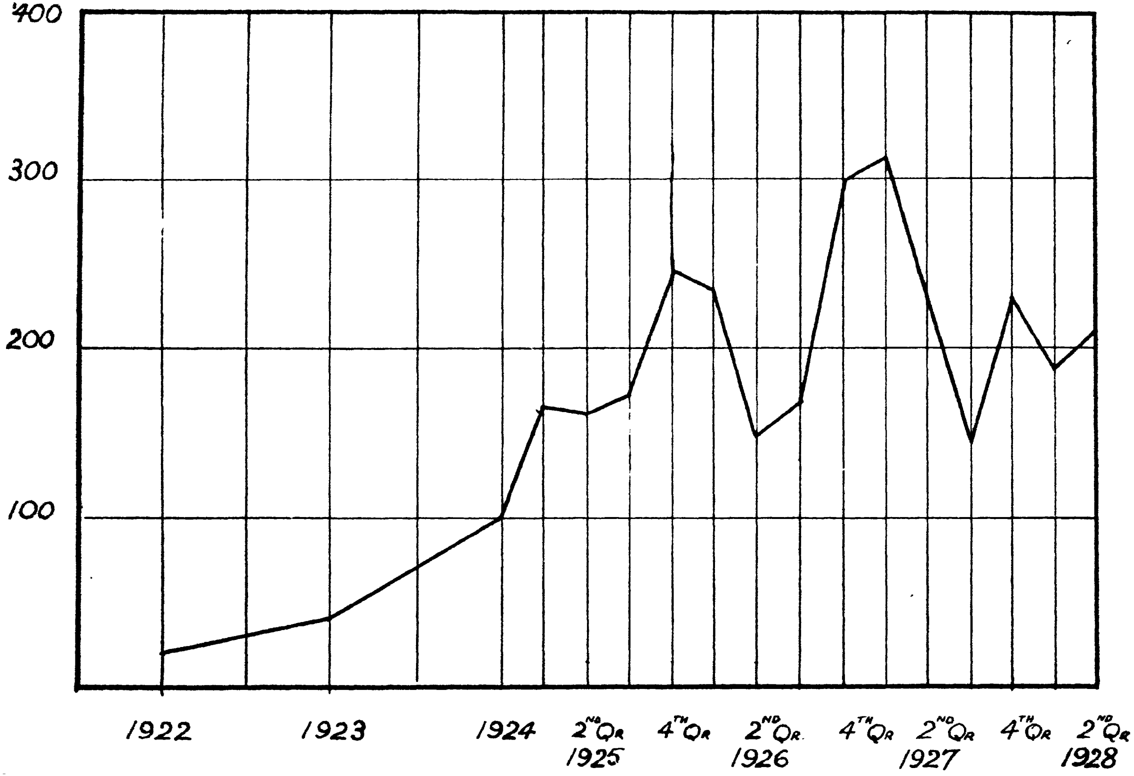
TABLE LIV

	Surfaced.	Unsurfaced.	Total.
Africa, British East:			
Kenya	102	4,200	4,302
Nyasaland	117	920	1,037
Somaliland	....	1,000	—
Tanganyika	71	2,566	2,637
Uganda	1,200	3,000	4,200
Zanzibar	140	25	165
Africa, British West:			
Gambia	12	250	262
Gold Coast	1,260	3,428	4,688
Nigeria	3,000	—	—
Lagos	48	33	81
Sierra Leone	296	—	—
Africa, British South:			
Basutoland	—	265	—
Cape of Good Hope	6,229	26,227	32,456
Natal	6,200	—	—

WORLD CONSUMPTION OF MOTOR VEHICLES—*continued.*

	Surfaced	Unsurfaced	Total
Orange Free State	3,851	6.233	10,084
Rhodesia, Northern	7	8,181	8,188
Rhodesia, Southern	—	—	8,500
Transvaal	6,060	13,040	20,000
Swaziland	286	—	—
Africa, French West	—	—	5,260
Algeria	—	—	3,309
Antigua	120	100	220
Argentine	361	—	—
Australia :			
New South Wales	4,474	5,713	10,187
Queensland	2,881	44,000	46,881
South	10,529	31,910	42,439
Tasmania	1,100	10,812	11,912
Victoria	1,463	—	—
Western	—	—	40,857
Austria	3,394	17,116	20,500
Belgium	35,215	—	—
Bolivia	98	6,854	6,952
Borneo, British North	50	80	130
Brazil	4,092	27,995	32,087
Canada	54,640	371,629	426,269
Ceylon	4,033	204	4,237
Chile	2,223	22,624	24,847
Cuba	—	—	1,800
Cyprus	500	400	900
Denmark	27,342	4,713	32,055
Egypt	1,134	3,447	4,581
Fiji	217	109	326
Finland	27	27,398	27,425
France	36,196	403,911	440,107
Germany	109,428	—	—
Gibraltar	40	—	—
Grenada	189	259	448
Guiana, British	409	512	921
Honduras, British	86	743	829
Hungary	10,462	27,383	37,845
Iceland	—	—	1,243
Iraq	124	2,600	2,724
Irish Free State	45,300	—	45.300
Italy	38,108	58,552	96,660
Latvia	475	950	1,425
Malaya, British :			
F.M.S.	2,537	149	2,686
Straits Settlements	717	107	824
Madeira	85	402	487
Montserrat	60	—	—
Morocco, French	1,780	1,427	3,207
New Zealand	28,000	17,000	45,000
New Guinea	—	200	—
Newfoundland	—	370	—
Nicaragua	500	600	1,100
Norway	8,672	13,829	22,501
Palestine	396	843	1,239
Persia	—	—	4,661
Peru	598	11,867	12,465
Philippine Islands	—	—	6,800
Portugal	4,210	5,211	9,021
Roumania	31,273	21,650	52,923
San Salvador	—	—	6,384
Spain	—	—	36,533
Sweden	1,864	35,420	37,284
Switzerland	9,595	13,568	18,840
Syria	2,166	2,667	4,833
Turkey	5,282	13,568	18,840
Tunis	1,665	1,541	3,206
U.S.A.	575.000	2,312,928	2,887,928
United Kingdom :			
United Kingdom	178.737	—	178,737
Northern Ireland	13,011	—	13,011
Uruguay	2,767	5,903	8,670
Venezuela	—	—	2,795
West Indies : British :			
Barbados	120	470	590
Jamaica	—	—	10,996
Trinidad and Tobago	1,060	327	1,387
Other B.W.I.	—	—	11,076
West Indies, Dutch	16	157	173

BRITISH EXPORTS OF MOTOR VEHICLES
(Monthly Average of 1924=100)



MOTOR VEHICLES

The following Table gives particulars of the total British Exports of Cars, Commercial Vehicles and Chassis. In order to make the figures of the last month comparable with previous periods, the monthly average of each Quarter is given prior to April, 1928.

TABLE LV—SUMMARY

Monthly Average for	Private Cars		Commercial Vehicles		Chassis for Cars & C.V.'s		Total		Index of Quantity 1924=100
	No.	Value £	No.	Value £	No.	Value £	No. of Units	Value £	
1913............							735	238,470	56.6
1920............	358	249,649	84	78,422	260	205,640	702	533,711	54.0
1921............	164	136,952	65	57,418	87	80,315	316	274,685	24.3
1922............	112	69,007	50	39,444	96	54,549	256	163,000	19.7
1923............	571	100,880	81	55,263	168	81,387	521	237,531	40.1
1924									
1st Qr.	629	180,535	103	58,926	168	72,154	899	311,613	69.2
2nd Qr.	845	222,511	103	63,044	194	80,361	1,142	365,888	87.9
3rd Qr.	1,053	264,123	216	59,807	247	109,276	1,517	433,205	116.8
4th Qr.	1,127	298,623	155	80,743	359	130,211	1,640	509,577	126.2
1925									
1st Qr.	1,497	363,091	146	79,620	494	155,904	2,137	598,615	164.5
2nd Qr.	1,362	330,307	149	81,506	611	171,170	2,122	582,983	163.4
3rd Qr.	1,288	304,822	107	67,840	841	194,978	2,235	567,630	172.1
4th Qr.	1,777	396,416	113	64,834	1,299	260,376	3,189	721,626	245.5
1926									
1st Qr.	1,552	333,233	117	55,739	1,384	290,308	3,053	679,280	235.0
2nd Qr.	968	215,251	77	41,903	884	188,252	1,929	445,406	148.5
3rd Qr.	952	210,639	101	47,939	1,142	263,310	2,195	521,888	169.0
4th Qr.	1,483	318,714	88	43,888	2,298	424,426	3,869	787,028	297.8
1927									
1st Qr.........	1,537	315,547	103	57,109	2,446	414,039	4,086	786,695	314.5
2nd Qr.	1,113	255,340	188	99,343	1,696	329,687	2,997	684,370	230.7
3rd Qr.	257	221,919	150	108,177	780	241,958	1,887	572,054	145.2
4th Qr.	1,790	383,968	140	103,736	1,024	292,170	2,954	779,874	227.4
1928									
1st Qr.	1,488	306,026	95	44,790	849	196,513	2,432	547,329	187.2
Apl.	1,460	281,211	87	39,727	897	160,751	2,444	48,1689	188.1
May	1,297	243,298	114	54,023	1,814	304,374	3,225	601,695	248.2
June	1,246	252,764	146	84,742	1,165	244,794	2,557	581,300	196.8

In the first six months of 1928 Chassis for P.C.s and C.V.s were shewn separately for the first time. The total for the six months was as follows :

Chassis for P.C.s		Chassis for C.V.s	
No.	Value	No.	Value.
3,984	**£479,445**	**2,434**	**£817,410**

EXPORTS OF MOTOR VEHICLES

The following Table shews the number of British Motor Cars, market for the years 1923, 1924, 1925, 1926, 1927 and the The presentation of these statistics on a monthly basis individual markets where not obscured by the rapid upward

TABLE LVI

Destination	British W. Africa	British E. Africa	Union of S. Africa	Australia	Ceylon	Channel Islands
1923	87	33	289	2,012	95	141
1924	247	169	705	3,950	229	341
1925—						
January	23	24	128	505	41	23
February	22	18	142	765	65	13
March	16	21	188	697	42	26
April	18	3	159	653	44	17
May	19	24	91	689	50	22
June	10	11	86	719	40	16
July	21	11	98	866	43	29
August	41	35	135	826	35	21
September	26	15	180	984	29	18
October	64	24	135	1,189	46	29
November	37	53	276	1,236	70	26
December	57	33	229	1,289	88	36
Year	354	272	1,847	10,418	593	276
1926—						
January	43	37	136	1,190	85	13
February	31	22	128	1,158	78	13
March	39	36	207	1,707	71	18
April	10	24	87	1,007	62	29
May	32	17	91	612	38	21
June	33	11	93	865	47	12
July	48	20	127	1,162	53	25
August	60	18	136	960	47	11
September	60	37	125	792	41	10
October	43	39	83	1,157	50	21
November	77	63	181	2,352	86	22
December	56	20	247	2,536	109	29
Year	532	344	1,641	15,498	767	224
1927—						
January	39	39	200	1,661	87	24
February	46	40	234	2,455	58	22
March	37	48	239	2,326	95	34
April	26	26	118	2,252	31	31
May	40	57	156	1,348	44	26
June	55	52	144	705	53	33
July	71	28	174	365	40	32
August	50	35	135	455	55	21
September	46	50	103	470	39	38
October	47	52	118	353	61	19
November	74	62	222	833	143	48
December	77	48	267	643	90	22
Year	608	537	2,110	13,876	796	350
1928—						
January	52	30	171	679	118	24
February	45	41	221	269	100	22
March	65	23	251	753	65	29
April	27	21	181	674	45	44
May	33	15	153	1,378	66	39
June	43	28	163	760	49	52

TO TWELVE PRINCIPAL MARKETS

Commercial Vehicles and Chassis exported to each principal first six months of 1928.

enables fluctuations, seasonal and otherwise, to be observed in movement.

No. of Vehicles

Federated Malay States	Hong Kong	India	Irish Free State	New Zealand	Straits Settle-ments	Other Empire	Foreign Countries	TOTAL
9	36	656	902	690	154	134	1,019	6,256
82	91	1,484	3,856	1,634	538	223	2,053	15,602
25	13	232	192	357	133	31	269	1,996
19	25	228	184	288	109	13	265	2,156
32	21	276	227	331	119	25	238	2,259
23	15	231	251	213	69	29	277	2,002
18	27	153	350	180	74	35	449	2,181
5	14	148	326	256	91	44	418	2,184
26	18	95	365	119	101	28	389	2,209
30	4	124	209	224	112	51	264	2,111
19	4	200	158	270	174	36	274	2,387
53	11	348	232	310	195	52	320	3,008
44	11	256	199	337	224	37	371	3,177
67	11	326	185	388	289	52	332	3,382
361	174	2,617	2,878	3,273	1,690	433	3,866	29,052
54	13	277	187	240	266	60	315	2,916
49	9	238	169	285	306	42	325	2,853
79	3	178	127	281	303	30	313	3,392
22	4	120	51	169	135	33	311	2,064
8	7	96	287	135	104	18	273	1,739
14	7	88	361	173	38	47	198	1,987
13	2	163	337	85	106	49	305	2,495
3	5	159	246	194	114	27	219	2,199
22	3	159	93	173	149	39	188	1,891
26	6	338	140	333	146	53	295	2,730
48	9	419	189	395	161	123	379	4,504
57	13	268	178	211	238	44	337	4,343
395	81	2,503	2,365	2,674	2,066	565	3,458	33,113
99	10	269	204	245	279	164	401	3,711
66	13	199	137	313	222	75	349	4,249
83	8	236	196	192	247	73	483	4,297
69	1	154	187	126	110	53	357	3,541
60	5	315	316	138	157	113	461	3,236
10	11	249	314	112	55	66	377	2,236
26	11	172	261	73	73	69	402	1,797
34	7	242	215	144	107	73	341	1,914
18	5	188	183	207	87	92	406	1,932
32	13	402	205	240	184	58	527	2,311
37	20	542	333	369	121	208	592	3,604
42	18	543	182	270	178	45	443	2,868
576	122	3,511	2,733	2,429	1,820	1,089	5,139	35,696
42	10	322	193	256	254	76	435	2,662
50	6	274	306	146	209	47	403	2,139
36	6	235	277	166	124	65	395	2,490
19	18	234	301	246	87	80	470	2,447
25	27	158	404	241	132	139	415	3,225
22	17	145	481	182	101	125	390	2,558

BRITISH EXPORTS TO 12 PRINCIPAL MARKETS AS PERCENTAGE OF TOTAL

In the following Table the total number of units (cars, commercial vehicles and chassis) exported to 12 principal markets are shewn for the years 1923, 1924, 1925 and 1926 and in each month of 1927 and the first six months of 1928 as a percentage of the total exports. In this way fluctuations in the relative importance of the principal markets are readily observed. It should be noted that these percentages relate to a total which has been steadily increasing throughout practically the whole period.

TABLE LVII

	British West Africa	British East Africa	Union South Africa	Australia	Ceylon	Channel Islands	Federated Malay States	Hong Kong	India	Irish Free State	New Zealand	Straits Settlements	Other Empire	Foreign Countries	Total
1923........	1.4	0.5	4.6	32.2	1.5	2.3	0.1	0.6	10.5	14.4	11.0	2.5	2.1	16.3	100
1924	1.6	1.1	4.5	25.3	1.5	2.2	0.5	0.6	9.5	24.7	10.5	3.4	1.4	13.2	100
1925	1.2	0.9	6.4	35.8	2.0	1.0	1.3	0.6	9.0	9.9	11.3	5.8	1.5	13.3	100
1926	1.6	1.0	5.0	46.8	2.3	0.7	1.2	0.2	7.6	7.1	8.1	6.2	1.7	10.5	100
1927															
January	1.0	1.0	5.4	45.6	2.3	0.6	2.7	0.3	7.3	5.5	6.7	7.5	3.3	10.8	100
February	1.1	0.9	5.5	58.4	1.4	0.5	1.6	0.3	4.6	3.1	7.4	5.2	1.8	8.2	100
March ..	0.8	1.1	5.6	54.2	2.2	0.8	1.9	0.2	5.5	4.6	4.5	5.7	1.7	11.2	100
April ..	0.7	0.7	3.3	63.6	0.9	0.9	1.9	0.1	4.3	5.3	3.6	3.1	1.5	10.1	100
May	1.2	1.8	4.8	41.6	1.4	0.8	1.9	0.2	9.7	9.8	4.3	4.8	3.5	14.2	100
June	2.5	2.3	6.4	31.6	2.4	1.5	0.4	0.4	11.2	14.1	5.0	2.5	2.9	16.8	100
July......	3.9	1.6	9.7	20.3	2.2	1.8	1.4	0.6	9.6	14.5	4.1	4.1	3.8	22.4	100
August ..	2.6	1.8	7.0	23.8	2.9	1.1	1.8	0.4	12.6	11.2	7.5	5.6	3.8	17.8	100
September	2.4	2.6	5.3	24.3	2.0	2.0	0.9	0.3	9.7	9.5	10.7	4.5	4.8	21.0	100
October ..	2.0	2.2	5.0	15.3	2.6	0.8	1.4	0.6	17.4	8.9	10.4	8.0	2.5	22.8	100
November	2.1	1.7	6.2	23.1	4.0	1.3	1.0	0.6	15.0	9.2	10.2	3.4	5.8	16.4	100
December	2.7	1.7	9.3	22.4	3.1	0.8	1.5	0.6	19.0	6.3	9.4	6.2	1.6	15.4	100
Year ..	1.7	1.5	6.0	38.9	2.2	1.0	1.6	0.3	9.8	7.7	6.8	5.1	3.1	14.4	100
1928															
January ..	2.0	1.1	6.4	25.5	4.4	0.9	1.6	0.4	12.1	7.3	9.6	9.5	2.9	16.3	100
February	2.1	1.9	10.3	12.6	4.7	1.0	2.3	0.3	12.8	14.3	6.8	9.8	2.2	18.8	100
March ..	2.6	0.9	10.1	30.2	2.6	1.2	1.4	0.2	9.4	11.1	6.7	5.0	2.6	15.9	100
April ..	1.1	0.9	7.4	27.5	1.8	1.8	0.8	0.7	9.6	12.3	10.0	3.6	3.3	19.2	100
May	1.0	0.5	4.7	42.7	2.0	1.2	0.8	0.8	4.9	12.5	7.5	4.1	4.3	12.9	100
June	1.7	1.1	6.4	29.7	1.9	2.0	0.9	0.7	5.7	18.8	7.1	3.9	4.9	15.2	100

British Exports during 1927 showed only a slight increase. This was attributable to the collapse of the Australian market in the second half of the year.

The last column from the right on the opposite page shows that British motor vehicle exports to foreign countries were only 16.3 per cent. of the total in 1923, declined to 13.2 per cent. in 1924, 13.3 per cent. in 1925, 10.5 per cent. in 1926, and rose again to 14.4 per cent. in 1927 and to 16.1 per cent. in the first six months of 1928. Again, exports to Australia, which were 32.2 per cent. of the total in 1923 and 25.3 per cent. in 1924, rose to 46.8 per cent. in 1926, dropped again to 38.9 per cent. in 1927 and declined still further to 29.1 per cent. for the first six months of 1928. The British export position cannot be considered firmly established as long as so much dependence is placed on a single market.

A comparison of British exports of motor vehicles with those of the other chief producing countries is given in the following table :

TABLE LVIII

	Great Britain	France	Italy	Canada	United States	Total
1923	6,259	30,923	12,750	69,920	151,894	271,746
% of Total	**2.3**	**11.4**	**4.7**	**25.7**	**55.9**	**100**
1924	15,600	47,127	19,574	56,656	178,722	317,679
% of Total	**4.9**	**14.8**	**6.1**	**17.8**	**56.4**	**100**
1925	29,061	61,471	29,041	74,149	302,924	496,646
% of Total	**5.8**	**12.8**	**5.7**	**14.8**	**60.9**	**100**
1926	33,113	59,768	34,194	74,322	305,256	506,653
% of Total	**6.5**	**11.8**	**6.7**	**14.6**	**60.3**	**100**
1927	35,696	52,053	33,312	57,413	384,198	562,672
% of Total	**6.3**	**9.3**	**5.9**	**10.2**	**68.3**	**100**
1928*	15,517	21,206	13,063	26,552	253,895	330,233
% of Total	**4.7**	**6.4**	**4.0**	**8.0**	**76.9**	**100**

*First six months.

In 1927 the exports of these countries compared with their total production as follows :

	Production No. of Units	Exports as % of Production
Great Britain ..	209,000	17.1
France	200,000	26.0
Italy	55,000	60.5
Canada	179,383	32.0
United States ..	3,394,288	11.3

BRITISH EXPORTS OF MOTOR VEHICLES BY DESTINATION
1925, 1926, 1927, 1928 (six months)

TABLE LIX

	1925								1926							
	PRIVATE CARS		COMMERCIAL VEHICLES		CHASSIS		TOTAL		PRIVATE CARS		COMMERCIAL VEHICLES		CHASSIS		TOTAL	
Exported to:—	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£
Albania			1	220			*1*	*220*	1	313					*1*	*313*
Austria	12	2,639	1	230	6	1,443	*19*	*4,312*	7	1,840	2	1,740	4	495	*13*	*4,075*
Belgium	37	8,186			6	3,014	*43*	*11,200*	12	2,995	2	1,372	11	7,546	*25*	*11,913*
Belgian Congo	2	284			2	286	*4*	*570*					2	275	*2*	*275*
Bulgaria									1	175					*1*	*175*
Czecho-Slovakia	35	6,492	15	13,916	4	2,196	*54*	*22,604*	35	6,049			7	1,251	*42*	*7,300*
Denmark (Inc. Faroe Islands)	66	16,269	5	3,890	6	829	*77*	*20,988*	139	36,439	6	7.311	2	66	*147*	*43,816*
Esthonia	2	501					*2*	*501*					12	5,600	*12*	*5,600*
Finland	9	2,612	1	1,242	1	355	*11*	*4,209*	1	166			2	857	*3*	*1,023*
France	49	31,369			43	49,182	*92*	*80,551*	47	25,460	4	2,612	75	87,560	*126*	*115,632*
Algeria																
Morocco					1	145	*1*	*145*	1	197			2	128	*3*	*325*
French West Africa	5	862					*5*	*862*	5	945			7	802	*12*	*1,747*
French Somaliland									2	257	1	485			*3*	*742*
French Syria	1	250			30	18,750	*31*	*19,000*			2	1,499			*2*	*1,499*
French Possessions in India																
French Indo-China																
Germany	279	65,774	47	16,038	55	18,627	*381*	*100,439*	49	12,743	5	2,827	5	3,540	*59*	*19,110*
Greece	33	6,649			2	336	*35*	*6,985*	10	3,379	3	1,208			*13*	*4,587*
Crete																
Hungary	3	599					*3*	*599*	10	1,530	5	3,144	10	531	*25*	*6,205*
Italy			4	720			*4*	*720*	25	5,013					*25*	*5,013*
Fiume	2	2,388					*2*	*2,388*								
Iceland											1	690			*1*	*690*
Latvia	13	2,533	1	830	1	20	*15*	*3,403*	4	876			2	265	*6*	*1,141*
Liechtenstein			1	142			*1*	*142*								
Lithuania																
Netherlands	236	62,367	14	4,119	25	13,154	*275*	*79,640*	93	22,737	2	1,262	14	8,538	*109*	*32,537*
Java and Madura	51	10,147			2	1,056	*53*	*11,203*	37	9,927	1	125			*38*	*10,052*
Dutch West Indies	14	2,945					*14*	*2,954*	12	3,335			8	1,539	*20*	*4,874*
Other Dutch Poss. in I. Ocean																
Dutch Guiana																
Norway	27	5,636			31	6,893	*58*	*12,529*	63	11,652	8	2,960	16	5,124	*87*	*19,736*
Poland and Dantzig	30	9,653	4	4,787			*34*	*14,440*	4	1,098			1	496	*5*	*1,594*
Portugal	212	48,724	7	2,219	11	3,058	*230*	*54,001*	93	23,392	1	130	59	7,599	*153*	*31,121*
Azores	5	1,000	4	681	1	131	*10*	*1,812*	4	706	1	269	3	430	*8*	*1,405*
Madeira	17	3,323	9	7,033	5	1,537	*31*	*11,893*	6	1,360	1	1,535	4	485	*11*	*3,380*
Portuguese West Africa	1	280					*1*	*280*	3	476	5	1,146			*8*	*1,622*
Portuguese East Africa	18	5,027			4	1,996	*22*	*7.023*	52	9,859	8	2,696	13	4,125	*73*	*16,680*
Portuguese Poss. in India	1	238					*1*	*238*								

	1927								1928 (1st Six months)							
Albania									2	422					***2***	***422***
Austria.................	23	5,549					*23*	*5,549*	8	2,260			2	430	***10***	***2,690***
Belgium	52	11,468	1	115	14	6,975	*67*	*18,558*	8	1,888			5	1,936	***13***	***3,824***
Belgian Congo	6	1,550			9	1.590	*15*	*3.140*	2	246					***2***	***246***
Bulgaria	1	225					*1*	*225*	6	1,292					***6***	***1,292***
Czecho-Slovakia	8	1,390	1	945	8	2,758	*17*	*5.093*								
Denmark (Inc. Faroe Islands	141	40,962	3	600	12	4,768	*156*	*46,330*	79	18,288			10	2,166	***89***	***20,454***
Esthonia	1	259	1	465	6	5,316	*8*	*6,040*								
Finland	2	310					*2*	*310*	1	344	1	2,423	2	671	***4***	***3,438***
France	55	23,910	2	795	58	68,839	*115*	*93,544*	276	45,499			35	29,523	***311***	***75,022***
Algeria																
Morocco	1	279	2	556	2	280	*5*	*1,115*	1	166					***1***	***166***
French West Africa	6	851	2	1,250	8	1,024	*16*	*3.125*	7	1,018			10	1.530	***17***	***2,548***
French Somaliland..........	2	372			2	852	*4*	*1,224*								
French Syria	2	269	2	1,604	5	3,679	*9*	*5,552*	7	1,479	5	1,403			***12***	***2,882***
French Possessions in India .	2	204					*2*	*204*								
French Indo-China	1	249					*1*	*249*								
Germany	204	32,518	9	4,735	24	6,950	*237*	*44,203*	18	6,040	6	2,838	15	9,385	***39***	***18,263***
Greece	32	6,059	52	54,160	44	36,171	*128*	*96.390*	10	1,849	34	39,269	11	2,365	***55***	***43,483***
Crete																
Hungary	45	9,695	1	214	11	1,544	*57*	*11,453*	11	1,068			1	71	***12***	***1,139***
Italy	7	2,868	1	57	1	450	*9*	*3,375*	10	5,858			6	3,008	***16***	***8,866***
Fiume																
Iceland......................	4	859	1	100	2	849	*7*	*1,808*			1	380			***1***	***380***
Latvia	5	1,830	1	417	4	4,991	*10*	*7.238*	1	226			4	1,025	***5***	***1,251***
Liechtenstein																
Lithuania					2	280	*2*	*280*	1	153			4	434	***5***	***587***
Netherlands	105	23,300	10	3,244	24	12,254	*139*	*38,798*	84	20,494	16	4,419	49	10,181	***149***	***35,094***
Java and Madura	134	29,508	9	1,818	5	1,239	*148*	*32,565*	79	16,939	2	2,139	9	2,068	***90***	***21,146***
Dutch West Indies	1	142					*1*	*142*								
Other Dutch Poss. in I. Ocean	24	5,743			37	7,159	*61*	*12,902*			2	3,627	6	2,414	***8***	***6,041***
Dutch Guiana	1	325					*1*	*325*								
Norway	44	8,887			9	3,039	*53*	*11,926*	22	4,052	1	375	12	2,063	***35***	***6,490***
Poland and Dantzig	51	9,124	62	126,389	59	11,498	*172*	*147,011*	52	9,134	8	14,617	63	9,103	***123***	***32,854***
Portugal	92	17,880	7	4,165	142	19,074	*241*	*41,119*	39	7,246	14	1,948	40	5,706	***93***	***14,900***
Azores	4	1,401	2	439	2	425	*8*	*2,265*								
Madeira	7	1,564			2	567	*9*	*2,131*	3	441			1	322	***4***	***763***
Portuguese West Africa	7	829			7	1,927	*14*	*2,756*	7	952	2	590	2	280	***11***	***1,822***
Portuguese East Africa	54	10,033	4	1,224	44	11,138	*102*	*22,395*	40	8,575	7	1,489	6	900	***53***	***10,964***
Portuguese Poss. in India....	1	173					*1*	*173*								

	1925								1926							
	PRIVATE CARS		COMMERCIAL VEHICLES		CHASSIS		TOTAL		PRIVATE CARS		COMMERCIAL VEHICLES		CHASSIS		TOTAL	
Exported to :—	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£
Roumania	4	3,051			2	290	6	3,341	11	1,812	4	3.460	4	518	19	5,790
Russia	9	7,461	110	148,210	52	57,098	171	212,769	39	38,518	6	5,642			45	44,160
Serb-Croate-Slovene State	8	2,451					8	2,451	2	458			3	411	5	869
Spain	155	53,521	22	5,059	39	5,863	216	64,443	183	52,701	3	4.195	108	16,094	294	72,990
Canary Islands	45	9,690	2	1,253	28	4,134	75	15,077	22	4.537	1	250	36	5,060	59	9,847
Spanish Ports in North Africa																
Spanish W. A. (in Fernando)									2	313			1	278	3	621
Switzerland	96	33,627	1	146	6	4,962	103	38,735	13	4,913	1	144	7	10,785	21	15,842
Sweden	9	2,498	3	1,550	10	2,934	22	6,982	60	11,467			3	3,376	63	14,843
Turkey (in Europe)	2	1,000					2	1,000	11	2,146			7	1,190	18	3,336
Turkey (in Asia)									1	200					1	200
Liberia			2	264	1	130	3	394	2	284					2	284
Abyssinia									1	250					1	250
Arabia																
Persia	173	26,210	57	16,897	25	3,339	255	46.446	52	7,096	76	38,267	11	4,290	139	49,653
Egypt	192	38,423	25	12,483	11	2,580	228	53,486	200	46.666	9	5,730	6	2,745	215	55,141
Afghanistan					1	123	1	123								
Siam	163	32,456	2	524	37	5,822	202	38.802	117	21,982	4	1,828	27	3,562	148	27,372
China (Ex. Hong Kong)	336	68,296	24	9,852	130	55,617	490	133,765	368	70,608	11	7,373	68	22,261	447	100,242
Japan (Inc. Formosa)	96	18,177	9	6,227	34	3,624	139	28,328	92	14,636	14	5,789	13	5,549	119	25,974
Korea	1	75					1	75	7	1,022					7	1,022
United States of America	47	46,085	2	3,595	18	21,387	67	71,067	45	44,267	3	1,040	31	37,453	79	82,760
Philippine Islands									3	499					3	499
Cuba	2	4,246					2	4 246	1	480	2	1,874	6	4,192	9	6,546
Mexico			1	479			1	479								
Guatemala									2	296					2	296
San Salvador			2	2,774			2	2,774	1	94			1	915	2	1,009
Nicaragua																
Costa Rica																
Colombia			3	2,443			3	2,443	1	113					1	113
Panama																
Venezuela	2	2,381					2	2,381	5	1,709	6	3,371			11	5,080
Ecuador	1	136					1	136			1	196			1	196
Peru	10	2,533	9	3,178	1	145	20	5,856	25	7,066	2	1,529	24	4,193	51	12,788
Chile	5	1,374	2	940	1	910	8	3,224	17	4,655	3	1,895	6	3.588	26	10,138
Brazil	24	11,529	4	1,171	28	15,604	56	28,304	46	13,304	11	13,576	95	50,155	152	77,035
Uruguay	1	283	8	7,894	16	4,456	25	12,633	9	2,079	3	4,350	18	7,391	30	13.820
Bolivia									2	450	1	700	20	10,528	23	11,678
Argentine Republic	39	16,783	80	73,602	118	59,710	237	150,095	44	18,788	17	15,122	344	159,128	405	193,038
Paraguay											1	526	1	450	2	976
BRITISH POSSESSIONS																
Irish Free State	2,683	520,765	117	39,174	78	34,126	2,878	594,065	2,120	360,655	129	56,123	116	43.273	2,365	460,051
Channel Islands	228	45,025	37	12,976	11	2,492	276	69,493	166	28,742	45	11,707	13	2,487	224	42,936
Gibraltar	25	6,854	1	826	5	1,167	31	8,847	7	1,452	6	1.273			13	2,725
Malta and Gozo	10	1,331	1	315			11	1,646	13	1,907					13	1,907
Cyprus	5	1,086					5	1,086	9	1,289	2	470			11	1,759
Palestine and Syria	11	1,402	9	932			20	2.334	14	3,039	1	350			15	3,389

	1927								1928 (1st Six months)							
Roumania	52	9,190			27	4,619	*79*	*13,809*	25	4,836	16	5,842	35	5,537	*76*	*16,215*
Russia	1	739	40	52,747	13	20,140	*54*	*73,626*	3	653	2	480			*5*	*1,133*
Serb-Croate-Slovene State	8	1,779					*8*	*1,779*	11	1,904					*11*	*1,904*
Spain	192	55,161	10	5,125	199	32,328	*401*	*92,614*	99	18,969			29	5,939	*128*	*24,908*
Canary Islands	15	3,445	2	450	63	8,637	*80*	*12,532*	12	2,952			27	4,010	*39*	*6,962*
Spanish Ports in North Africa	8	1,334	4	2,846			*12*	*4,180*	4	790			2	140	*6*	*930*
Spanish W. A. (in Fernando)	1	155					*1*	*155*					10	1,400	*10*	*1,400*
Switzerland	43	7,794	1	225	12	7,065	*56*	*15,084*	12	1,971			2	545	*14*	*2,516*
Sweden	80	20,326	2	1,094	3	1,034	*85*	*22,454*	11	4,941			1	1,672	*12*	*6,613*
Turkey (in Europe)	20	4,743			1	300	*21*	*5,043*	6	1,343	2	220			*8*	*1,563*
Turkey (in Asia)	3	885			2	280	*5*	*1,165*	3	507			2	280	*5*	*787*
Liberia	2	261	1	200			*3*	*461*								
Abyssinia																
Arabia	13	12,371			2	328	*15*	*12,699*								
Persia	26	5,663	38	18,750	11	2,072	*75*	*26,485*	5	845	8	3,780	2	759	*15*	*5,384*
Egypt	294	63,100	19	12,960	35	7,906	*348*	*83,966*	126	23,656	13	4,240	50	11,647	*189*	*39,543*
Afghanistan	1	633					*1*	*633*								
Siam	180	27,524			52	6,799	*232*	*34,323*	30	4,888			4	580	*34*	*5,468*
China (Ex. Hong Kong)	195	38,504	8	9,272	51	17,707	*254*	*65,483*	76	12,849	2	2,347	11	5,354	*89*	*20,550*
Japan (Inc. Formosa)	126	30,722	2	1,195	25	5,424	*153*	*37,341*	103	21,738	3	242	17	6,861	*123*	*28,841*
Korea									1	187					*1*	*187*
United States of America	38	28,405			11	9,147	*49*	*37,552*	20	19,881			3	2,088	*23*	*21,969*
Philippine Islands	1	350					*1*	*350*								
Cuba	2	2,934			3	1,973	*5*	*4,907*					8	6,175	*8*	*6,175*
Mexico	3	818					*3*	*818*			1	178			*1*	*178*
Guatemala																
San Salvador	1	235					*1*	*235*	2	354					*2*	*354*
Nicaragua	1	113					*1*	*113*								
Costa Rica	1	314					*1*	*314*			1	413			*1*	*413*
Colombia	3	958	10	3,870	10	2,828	*23*	*7,656*	1	250	1	913	1	375	*3*	*1,538*
Panama			1	121			*1*	*121*								
Venezuela	1	350	2	245	2	2,326	*5*	*2,921*			7	6,949	2	2,250	*9*	*9,199*
Ecuador					9	1,264	*9*	*1,264*					2	280	*2*	*280*
Peru	17	3,174	41	43,189	28	16,198	*86*	*62,561*	17	3,300	7	12,448	18	5,483	*42*	*21,231*
Chile	13	3,623	4	3,844	12	4,965	*29*	*12,432*	2	650	1	840	8	3,632	*11*	*5,122*
Brazil	35	11,993	76	72,907	146	88,900	*257*	*173,800*	9	2,592	3	856	67	18,123	*79*	*21,571*
Uruguay	14	2,920	26	37,743	54	33,067	*94*	*73,730*	10	1,835	1	1,285	26	8,060	*37*	*11,180*
Bolivia	2	725					*2*	*725*			3	898	3	2,384	*6*	*3,282*
Argentine Republic	177	63,489	29	6,510	582	216,139	*788*	*286,138*	138	63,128	4	1,834	187	89,634	*329*	*154,596*
Paraguay																
BRITISH POSSESSIONS																
Irish Free State	2,336	466,893	238	152,421	159	102,140	*2,733*	*721,454*	1,685	299,775	140	59,444	137	73,903	*1,962*	*433,122*
Channel Islands	246	45,592	96	14,966	8	1,491	*350*	*62,049*	148	26,113	51	16,779	11	3,772	*210*	*46,664*
Gibraltar	8	1,711	1	752	2	287	*11*	*2,750*	2	400	3	1,094			*5*	*1,494*
Malta and Gozo	25	4,071	1	141			*26*	*4,212*	6	1,023			4	622	*10*	*1,645*
Cyprus	15	2,215					*15*	*2,215*	5	1,123	1	38			*6*	*1,161*
Palestine and Syria	13	2,832	8	5,285	8	1,528	*29*	*9,645*	6	982	2	635	5	1,460	*13*	*3,077*

	1925								1926							
	PRIVATE CARS		COMMERCIAL VEHICLES		CHASSIS		TOTAL		PRIVATE CARS		COMMERCIAL VEHICLES		CHASSIS		TOTAL	
Exported to :—	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£
British West Africa :																
Gambia	4	612					*4*	*612*	5	778			2	251	*7*	*1,029*
Sierra Leone	18	4,030	6	3,153			*24*	*7,183*	23	5,808	1	280	8	1,038	*32*	*7,126*
Gold Coast (Inc. B. Togoland)	86	17,100	9	3,774	77	25,407	*172*	*46,281*	76	14,474	25	13,072	133	45,921	*234*	*73,467*
Nigeria (Inc. B. Cameroons)	119	21,653	11	5,535	25	6,459	*155*	*33,647*	154	28,641	28	8,573	74	19,386	*256*	*56,600*
Ascension																
British South Africa :																
Protectorate of S. W. Africa	12	1,782					*12*	*1,782*	9	1,771			2	275	*11*	*2,046*
Cape of Good Hope	699	134,511	23	12,030	136	35,489	*858*	*182,030*	518	107,001	22	5,727	91	44,974	*631*	*157,602*
Natal	436	88,045	18	9,709	45	16,561	*499*	*114,315*	343	65,758	14	6,805	22	8,056	*379*	*80,619*
Orange Free State	13	2,099	3	1,107			*16*	*3,206*	12	2,225					*12*	*2,225*
Transvaal	369	74,512			31	8,673	*400*	*83,185*	448	87,583	6	3,511	59	19,660	*513*	*110,754*
Rhodesia	55	8,980	6	2,040	1	167	*62*	*11,187*	77	12,403	4	853	22	3,064	*103*	*16,320*
Swaziland																
British East Africa :																
Tanganyika Territory	7	1,068	23	14,436	16	2,375	*46*	*17,879*	35	6,797	12	5,446	21	3,595	*68*	*15,838*
Zanzibar and Pemba	1	278	1	691			*2*	*969*	10	1,920	3	2,236	22	3,615	*35*	*7,771*
Kenya Colony	97	22,899	13	5,771	63	24,777	*173*	*53,447*	71	15,382	31	10,109	29	11,797	*131*	*37,288*
Uganda Protectorate	6	1,091	4	790	8	2,637	*18*	*4,518*	26	4,501	14	4,664	13	4,961	*53*	*14,126*
Nyasaland Protectorate	31	5,552	4	1,328	1	190	*36*	*7,070*	47	7,085	5	777	5	1,060	*57*	*8,922*
Somaliland Protectorate																
Anglo-Egyptian Sudan	28	5,662	3	1,756	9	3,057	*40*	*10,475*	14	3,587	15	7,128	18	4,092	*47*	*14,807*
Mauritius and Dependencies	14	2,739	3	1,602			*17*	*4,341*	15	2,618	3	1,906	1	134	*19*	*4,658*
Seychelles																
Aden and Dependencies	13	2,660	1	616			*14*	*3,276*	16	3,217					*16*	*3,217*
Mesopotamia and Iraq	16	3,218	9	2,186			*25*	*5,404*	26	7,285	28	13,928			*54*	*21,213*
British India :																
Bombay via Karachi	172	38,262	12	8,752	11	2,123	*195*	*49,137*	194	38,277	23	8,500	11	2,453	*228*	*49,230*
Bombay via Other Ports	820	238,933	456	243,628	88	33,220	*1,364*	*515,781*	788	241,413	64	25,846	53	19,478	*905*	*286,737*
Madras	150	26,844	7	5,652	7	1,266	*164*	*33,762*	240	44,439	8	2,779	38	7,651	*286*	*54,869*
Bengal, Assam, Bihar & Orissa	562	114,006	11	4,802	133	40,100	*706*	*158,908*	657	129,550	20	7,555	140	49,681	*817*	*186,786*
Burmah	143	29,628	10	4,648	37	12,599	*190*	*46,875*	194	36,698	30	15,225	43	12,705	*267*	*64,628*
Straits Settlements	1,427	285,448	27	15,945	236	90,838	*1,690*	*392,231*	1,646	312,441	31	18,517	389	106,929	*2,066*	*437,887*
Unfederated Malay States	3	616					*3*	*616*			6	4,800			*6*	*4,800*
Federated Malay States	288	55,916	3	1,059	70	26,013	*361*	*82,988*	284	55,915	2	2,720	111	21,866	*397*	*80,501*
Ceylon and Dependencies	480	96,747	26	8,993	87	26,517	*593*	*132,257*	665	136,852	41	9,396	61	20,010	*767*	*166,258*
Borneo	14	2,987	5	890	2	274	*21*	*4,151*	8	1,272			9	2,920	*17*	*4,192*
Hong Kong	123	20,491	23	18,515	29	12,966	*175*	*51,972*	71	14,150	5	4,752	4	1,603	*80*	*20,505*
Australia	3,187	932,785	123	54,439	7,108	1,327,418	*10,418*	*2,314,642*	1,527	420,463	206	119,182	13,765	2,319,430	*15,498*	*2,859,075*
Territory of Papua	3	469					*3*	*469*	2	251	1	167			*3*	*418*
New Zealand	2,653	640,821	51	33,606	569	211,002	*3,273*	*885,429*	1,952	397,151	65	38,944	657	180,325	*2,674*	*616,420*
Nauru and Samoa	2	300					*2*	*300*	1	250			1	376	*2*	*626*
Fiji Islands	19	5,043					*19*	*5,043*	27	5,881	1	569	1	110	*29*	*6,560*
Other Islands in P. (B. Atlantis)																
Canada	54	30,833	1	235	47	26,321	*102*	*57,389*	115	43,417	1	128	64	41,997	*180*	*85,542*
Newfoundland	2	424	2	4,332			*4*	*4,756*	1	376					*1*	*376*
Bermudas	1	155	1	1,600			*2*	*1,755*			1	366			*1*	*366*
Bahamas									8	1,827	6	1,825	4	671	*18*	*4,323*
British West Indies	87	15,435			9	1,224	*96*	*16,659*	95	15,216	3	1,389	1	256	*99*	*16,861*
British Honduras			1	576			*1*	*576*	4	1,196					*4*	*1,196*
British Guiana	13	3,025			2	290	*15*	*3,315*	21	3,532					*21*	*3,532*
Falkland Islands	2	377	1	175			*3*	*552*			3	943			*3*	*943*
All Other Countries																
TOTAL	**17,772**	**4,183,906**	**1,554**	**881,402**	**9,735**	**2,347,484**	***29,061***	***7,412,792***	**14,854**	**3,232,843**	**1,148**	**568,409**	**17,102**	**3,498,464**	***33,104***	***7,299,716***

	1927								1928 (1st six months)							
British West Africa:																
Gambia	8	1,390			7	1,290	*15*	*2,680*	5	1,101	2	771			*7*	*1,872*
Sierra Leone	17	2,709	11	3,550	4	600	*32*	*6,859*	12	2,113	5	3,131	10	1,500	*27*	*6,744*
Gold Coast (Inc. B. Togoland)	110	19,582	13	3 867	86	31,560	*209*	*55,009*	42	7,576	20	7,606	14	3,288	*76*	*18,470*
Nigeria (Inc. B. Cameroons)	194	40 830	82	36,845	76	27,464	*352*	*105,139*	92	18,945	33	15,764	30	10,570	*155*	*45,279*
Ascension	1	82	1	103			*2*	*185*								
British South Africa:																
Protectorate of S. W. Africa					25	4,860	*25*	*4,860*					11	1,950	*11*	*1,950*
Cape of Good Hope	581	118,067	57	50,481	148	72,904	*786*	*241,449*	355	67,087	10	3,848	92	58,626	*457*	*129,561*
Natal	348	67,040	38	7,414	66	40,690	*452*	*115,144*	258	37,102	26	3,835	60	54,334	*344*	*95,271*
Orange Free State	14	1,765	3	5,242			*17*	*7,007*	5	594					*5*	*594*
Transvaal	445	80,956	12	6,804	74	41,637	*531*	*129,397*	128	20,091	1	820	33	15,706	*162*	*36,617*
Rhodesia	204	36,408	16	4,801	79	18,130	*299*	*59,339*	120	21,649	3	2,645	36	6,974	*159*	*31,268*
Swaziland	1	475					*1*	*475*								
British East Africa:																
Tanganyika Territory	65	13,719	12	4,828	31	4,407	*108*	*22,954*	27	5,010	2	706	2	510	*31*	*6,226*
Zanzibar and Pemba	32	6,497			28	8,150	*60*	*14,647*	8	1,560	1	185	5	2,438	*14*	*4,183*
Kenya Colony	112	23,167	16	7,930	50	15,088	*178*	*46,185*	47	9,520			25	5,459	*72*	*14,979*
Uganda Protectorate	46	10,041	1	320	18	3,911	*65*	*14,272*	7	1,520	3	868			*10*	*2,388*
Nyasaland Protectorate	66	12,807	42	9,636	20	7,009	*128*	*29,452*	20	3,658	1	710	8	2,263	*29*	*6,631*
Somaliland Protectorate	1	339					*1*	*339*								
Anglo-Egyptian Sudan	46	9,726	43	23,787	23	12,854	*112*	*46,367*	42	7,290	3	910	12	4,492	*57*	*12,629*
Mauritius and Dependencies	50	9,191	6	1,143	5	864	*61*	*11,198*	29	4,420	4	440	2	140	*35*	*5,000*
Seychelles	2	384					*2*	*384*								
Aden and Dependencies	35	5,640			7	1,666	*42*	*7,306*	3	502			1	164	*4*	*666*
Mesopotamia and Iraq	30	8,458	3	10,763	7	1,922	*69*	*21,143*	9	1,420	17	7,662			*26*	*9,082*
British India:			2													
Bombay via Karachi	326	67,602	19	7,967	36	7,340	*381*	*83.409*	132	24,233	3	2,519	26	5,320	*161*	*32,072*
Bombay via Other Ports	1,133	297,034	214	119,191	118	38,077	*1,465*	*454.302*	486	123,587	26	13,529	30	9,365	*542*	*146,481*
Madras	413	81,476	13	5,798	37	8,695	*463*	*95.969*	178	35,112	3	1,425	11	2,170	*192*	*38,707*
Bengal. Assam, Bihar & Orissa	1,072	235,151	21	8,374	109	55,385	*1,202*	*298,910*	405	72,039	6	3,131	51	19,065	*462*	*94,230*
Burmah	261	48,619	9	4,967	44	15,606	*314*	*69,192*	110	21,130			112	17,690	*222*	*38,826*
Straits Settlements	1,461	276,328	22	18,666	337	89,976	*1,820*	*384.970*	700	125,316	15	5,142	173	61,498	*888*	*191,957*
Unfederated Malay States	4	991					*4*	*991*	2	521					*2*	*521*
Federated Malay States	405	73,245	15	6,870	154	28,214	*574*	*108.329*	159	30,878	3	2,068	32	7,543	*194*	*40,489*
Ceylon and Dependencies	671	140,328	12	5,998	113	30,802	*796*	*177,128*	407	82,991	7	2,790	29	7,373	*443*	*93,154*
Borneo	17	2,909	5	2,846	3	742	*25*	*6,497*	3	543	2	1,724	1	912	*6*	*3,179*
Hong Kong	69	12,860	18	11,990	35	20,224	*122*	*45.074*	56	10,753	9	5,661	18	7,049	*83*	*23,463*
Australia	711	265,980	92	36,136	13,073	2.178,542	*13,876*	*2,480,658*	213	73,644	30	14,144	4,243	550,164	*4,486*	*637,952*
Territory of Papua	4	650	1	148			*5*	*798*	1	160					*1*	*160*
New Zealand	1,572	316,662	51	27,319	806	178,513	*2,429*	*522,494*	923	172,365	16	9,316	294	59,761	*1,233*	*241,442*
Nauru and Samoa	3	526					*3*	*526*	2	323					*2*	*323*
Fiji Islands	36	6,584	6	3,844	4	560	*46*	*10,988*	14	2,798			2	297	*16*	*3,095*
Other Islands in P. (B. Atlantis)	3	431					3	431	2	308					*2*	*308*
Canada	65	26,068	2	486	113	65,151	*180*	*91,705*	16	13.118	7	1,901	79	28,249	*102*	*43,268*
Newfoundland	4	853					*4*	*853*	1	150					*1*	*150*
Bermudas	1	121	2	2,230			*3*	*2.351*					1	963	*1*	*963*
Bahamas	3	634					*3*	*634*	2	235					*2*	*235*
British West Indies	136	22,410	11	3,355	9	3,335	*56*	*29,100*	73	11,037	4	1,338	8	2,476	*85*	*14,851*
British Honduras	2	400					*2*	*400*								
British Guiana	22	3,782	6	2,652			*28*	*6,434*	19	2,412					*19*	*2,412*
Falkland Islands	1	170			1	10	*2*	*180*								
All Other Countries									1	175					*1*	*175*
	16,140	3,529,716	1,737	1,096,501	17,819	3,829,203	*35,696*	*8,455,420*	8,466	1,695,350	633	311,861	6,418	1,296,855	*15,517*	*3,304,066*

MOTOR VEHICLE PARTS AND ACCESSORIES

SUMMARY

The following Table shows the monthly average for the first six months of 1928, of the total British exports of motor vehicle parts and accessories, divided as far as possible into individual classes.

TABLE LX

Monthly Average for	Engines No.	Engines Value	Ball Bearings, Roller Bearings, etc.	Chains, Steel Transmission	Wheels, Rims and Spokes	Other Parts and Accessories.	Total Value	Index of Total Value 1924=100
		£	£	£	£	£	£	
1923	13	817	3,094	1,178	3,991	78,747	87,827	62.5
1924	16	1,512	6,583	2,625	4,266	125,502	140,488	100.0
1925	13	1,557	5,312	5,411	5,027	149,638	166,945	118.8
1026	21	1,755	7,140	3,313	4,000	135,266	151,474	107.8
1927								
1st Qr.	22	2,195	5,561	2,410	3,126	120,921	134,213	95.5
2nd Qr.	61	5,057	4,508	3,126	6,127	123,924	142,742	101.6
3rd Qr.	17	2,183	3,832	4,581	6,293	121,213	138,102	98.3
4th Qr.	10	1,368	3,434	3,887	4,783	133,474	146,946	104.6
1928								
1st Qr.	16	1,585	4,336	2,253	5,166	122,084	135,424	96.4
April	7	480	4,002	4,811	7,617	116,068	132,978	94.7
May	20	2,296	4,187	3,343	9,814	130,643	150,283	107.0
June	70	4,006	3,970	2,775	7,568	129,273	147,592	105.1

TABLE LXI—BY DESTINATION

The destinations of these exports during the six months ending June, 1928, were as follows :

Exported to :	Engines No.	Engines £	Ball Bearings, Roller Bearings, etc.	Chains, Steel Transmission	Rims, Wheels, and Spokes	Chassis Parts Unassembled	Other Parts & Accessories
			£	£	£	£	£
Austria	—	—	140	337	2	—	3,337
Belgium	—	—	144	91	1,507	12,288	6,943
Belgian Congo	—	—	—	—	—	—	225
Czecho-Slovakia	—	—	16	853	615	—	2,588
Denmark	—	—	—	544	805	—	4,311
Finland	—	—	—	—	151	—	1,111
France	19	1,584	3,133	232	980	21,710	15,664
Germany	50	622	4,092	8,606	1,603	38	28,881
Greece	—	—	—	—	124	—	17,590
Hungary	—	—	—	10	38	—	2,188
Italy	—	—	37	3,023	2,884	—	11,887
Netherlands	5	376	1,135	831	1,448	19	11,623
Java and Madura	—	—	—	—	67	—	10,038
Other Dutch East Indies	—	—	—	—	—	—	2,898
Norway	—	—	4	5	39	—	2,195
Poland and Dantzig	—	—	—	—	18	—	3,720
Portugal		—	214	203	75	—	7,081
Madeira	—	—	1	—	43	—	394
Portuguese West Africa	—	—	—	—	—	—	164
Portuguese East Africa	—	—	—	—	—	—	3,840
Roumania	—	—	52	—	—	—	1,707
Russia	1	304	25	2	—	—	1,800
Serb-Croate-Slovene State	—	—	—	—	94	—	698

BRITISH EXPORTS—PARTS AND ACCESSORIES—*Continued.*

Exported to:	Engines No.	Engines £	Ball Bearings, Roller Bearings, etc. £	Chains, Steel Transmission £	Rims, Wheels, and Spokes £	Chassis Parts Unassembled £	Other Parts & Accessories £
Spain	—	—	679	709	1,233	—	8,698
Canary Islands	—	—	—	—	9		2,609
Switzerland			6	—	50	—	1,378
Sweden	1	152	215	26	797		8 738
Turkey	—	—	—	2		—	662
Liberia		—	7	—	—		189
Arabia	—	—	—	—	15	—	335
Persia	—	—	—	—	20	—	5,916
Egypt	—	—	19	—	68	—	5,896
Siam	1	106		—	—	—	2,493
China (Exc. Hong Kong)	—	—	149	—	20	—	3,166
Japan (Inc. Formosa)	—	—	31	—	64	—	7,769
U.S.A.	1	30	207	—	137	—	5,128
Cuba	—	—	—	—	126	—	888
Mexico	—	—	—		10	—	1,072
San Salvador	—	—		—	—	—	263
Colombia	—	—	—	—	—	—	716
Venezuela	—	—	—	—	520	—	1,431
Peru	—	—	—	—	—	—	5,154
Chile	—	—	—	—	166	—	2,281
Brazil	18	1,947	—	102	558	—	12,841
Uruguay	5	1,013	—	—	171		1,271
Argentine	4	926	14	129	11,402	90	30,015
BRITISH POSSESSIONS:							
Irish Free State	24	3,135	486	283	1,426	1,813	70,258
Channel Islands	—	—	10	—	451	—	8,557
Gibraltar	—	—		—	3	—	235
Malta and Gozo		—	50	—	3	—	617
Palestine	—	—	90	—	2	—	150
British West Africa:							
Gambia	—	—	—	—	—	—	395
Sierra Leone	—	—	7	—	6	6	2,021
Gold Coast	—	—	7	—	6	—	8,394
Nigeria	4	94	—	23	222	—	7,890
British South Africa:							
Protectorate of S.W A.	—	—	—	—	—	—	166
Cape of Good Hope	1	167	504	132	93	27	36,107
Natal	—	—	36	—	120	2,825	13,118
Orange Free State	—	—	—	—	—	—	923
Transvaal	—	—	133	77	183	—	15,101
Rhodesia	—	—	—	—	20	—	5,440
British East Africa:							
Tanganyika Territory	—	—		—	17	—	1,587
Zanzibar and Pemba	—		—			—	787
Kenya Colony	—	—	5	—	472	—	5,933
Uganda Protectorate	—		—	—	2	—	1,036
Nyasaland Protectorate	—	—	—		47	—	3,273
British Somaliland	1	61	—	—	—	—	134
Anglo-Egyptian Sudan	—	—	—	—	313	—	5,717
Mauritius and Dependencies	—	—	—	—	1	—	588
Aden and Dependencies	—	—	—	—	—	—	195
Iraq	—	—	39	—	42	—	4,877
British India:							
Bombay, via Karachi	—	—	234	281	3,018	21	39,590
Bombay, via Other Ports	1	70	439	503	982	—	35,395
Madras	—	—	53	7	344	—	5,669
Bengal, etc.	—	—	211	37	1,531	429	21,075
Burmah	—	—	—	—	947	449	7,047
Straits Settlements	—	—	157	36	635	34	28,605
Federated Malay States	—	—	52	—	45	—	2,843
Ceylon	4	112	278	33	667	—	12,217
British North Borneo	—	—	—	—	114	—	34
Hong Kong	—	—	—	—	138	—	2,633
Australia	2	370	9,058	364	2,267	7,898	86,738
New Zealand	3	427	2,638	120	315	—	31,265
Fiji Islands	—	—	—	—	—	—	422
Canada	1	40	233	84	139	—	11,432
Bermudas	—	—	—	—	—	—	107
British West Indies:							
Jamaica	—	—	—	—	9	—	1,058
Trinidad and Tobago	—	—	16	1	6	—	1,082
Other British West Indies	—	—	—	—	28	—	1,128
British Honduras	—	—	—	—	—	—	78
British Guiana	—	—	—	—	—	—	211
Falkland Islands	—	—	—	3	—	—	130
All Other Countries	—	—	82	—	16	—	2536
TOTAL	146	11,536	25,167	17,689	40,496	47,647	740,116

AGRICULTURAL TRACTORS

SUMMARY

The monthly average of the total British exports of agricultural tractors is given in the following table.

It must be noted that agricultural tractors were not classified separately from steam rollers until 1926.

TABLE LXII

Monthly Average for	Number	Weight Tons	Value £
1923	—‡	187†	17,666
1924	—	139†	13,441
1925	—	104†	9,165
1926	23	135	13,411
1927			
1st Qr.	17	32	3,516
2nd Qr.	20	100	8,490
3rd Qr.	10	90	6,857
4th Qr.	11	65	5,684
1928			
1st Qr.	7	25	2,654
April	18	104	8,385
May	23	192	17,979
June	23	136	12,089

† Includes Steam-rollers prior to Jan. 1st. 1926. ‡ Numbers not available prior to Jan. 1st. 1926.

BY DESTINATION

TABLE LXIII

EXPORTS OF TRACTORS (AGRICULTURAL) FROM UNITED KINGDOM (first six months of 1928)

Exported to	No.	Tons	£	Exported to	No.	Tons	£
Argentine	1	3	671	French Somaliland	1	8	741
Australia	18	71	8,189	Germany	6	5	692
Brazil	2	7	379	Greece	13	147	10,367
E. Africa (Kenya)	3	6	901	India (Burmah)	1	12	1,640
Malaya (F.M.S.)	1	1	133	Irish Free State	3	2	289
S. Africa (Cape of Good Hope)	5	15	1,516	Morocco	1	7	432
S. Africa (Natal)	3	6	807	Netherlands	6	48	3,035
Bulgaria	2	8	770	Portugal	4	8	337
Channel Islands	2	1	160	Spain	4	35	6,525
Chile	1	4	245	Syria	2	4	575
Egypt	4	47	3,766				
France	3	63	4,244	TOTAL	86	508	46,414

MOTOR VEHICLE TYRES

SUMMARY

In the following Table is shewn the monthly average of the total British exports of motor vehicle tyres.

The statistics of outer covers and solid tyres given in the following Table cover tyres for motor vehicles only.

In the case of inner tubes, as will be seen from the foot notes to the Table, no statistics separating motor vehicle tubes from motor cycle and cycle tubes are available prior to January, 1927.

TABLE LXIV

Monthly Average for	Outer Covers		Inner Tubes *		Solid Tyres	
	Number	Value £	Number	Value £	Number	Value £
1923	33,977	91,044	—	—	4,939	25,728
1924	45,853	114,916	—	—	5,153	28,325
1925	72,711	189,640	—	—	5,787	34.010
1926	75,370	224,568	96,226	45,953	4,837	36,141
1927						
1st Qr.	94,374	229,346	104,801†	44,265	4,893	34,079
2nd Qr.	80,870	197,274	92,506	39,067	4,369	29,323
3rd Qr.	64,240	159,484	76,069	31,520	3,685	32,536
4th Qr.	58,598	158,587	60,875	26,692	4,237	23,239
1928						
1st Qr.	52,253	141,656	53,757	23,541	3,222	20,801
Apl.	45,512	125,807	34,410	16,194	2,914	18,095
May	74,082	177,361	48,230	20,730	3,245	20,216
June	84,478	206,169	68,402	28,062	3,249	17,793

* " Inner Tubes " includes Tubes for Motor Vehicles and Motor Cycles. Separate statistics on this basis (i.e. excluding pedal cycle tubes) are not available prior to January 1st, 1926.

† Does not now include Motor Cycle Inner Tubes.

BY DESTINATION

The total exports for the first six months of 1928, by destination, were as follows:

TABLE LXV

Exported to:	Pneumatic Outer Covers.		Pneumatic Inner Tubes.		Solid Tyres.	
	Number	£	Number	£	Number	£
Albania	10	26	12	6	—	—
Austria	310	1,346	280	302	38	405
Belgium	6,575	17,217	4,689	2,408	1,123	8,599
Belgian Congo	441	1,169	376	160	4	30
Bulgaria	159	426	220	108	—	—

	Pneumatic Outer Covers		Pneumatic Inner Tubes		Solid Tyres	
Exported to:	Number	£	Number	£	Number	£
Czecho-Slovakia	4,788	11,663	2,930	1,461	955	4,432
Denmark (inc. Faroe)	11,981	25,189	4,329	1,899	44	198
Estonia	204	597	191	84	85	525
Finland	465	1,709	666	405	22	201
France	3,291	8,774	867	324	293	1,411
Algeria	176	1,363	—	—	—	—
Morocco	547	3,980	4	6	7	59
French West Africa	196	849	439	248	—	—
French Somaliland	150	356	172	69	—	—
Madagascar	—	—	—	—	—	—
Syria	430	905	475	147	—	—
French Oceania	—	—	—	-	—	—
Germany	6,154	14,806	4,037	1,358	113	630
Greece	1,326	4,127	2,371	931	376	2,720
Crete	32	130	50	36	—	—
Hungary	100	260	30	14	2	11
Italy	17,410	34,919	16,183	6,487	—	—
Iceland	166	506	155	71	—	—
Latvia	653	2,461	189	119	9	45
Lithuania	384	1,035	73	44	—	—
Netherlands	7,046	18,246	5,245	1,834	263	1,470
Java and Mandura	3,355	12,182	2,964	1,741	85	663
Dutch Borneo	25	64	55	20	—	—
Dutch West Indies	18	62	24	11	—	—
Other Dutch East Indies	2,426	10,040	2,718	1,448	172	1,172
Dutch Guiana	10	15	—	—	—	—
Norway	1,624	3,630	1,997	825	25	103
Poland and Dantzig	4,293	17,873	5,480	3,767	501	4,307
Portugal	1,702	4,988	1,201	591	92	569
Maderia	309	994	206	91	4	12
Portuguese West Africa	119	277	190	69	4	37
Portuguese East Africa	286	1,094	374	242	—	—
Portuguese India	16	36	134	45	—	—
Roumania	2,046	4,612	821	306	201	1,096
Russia	18	59	18	8	34	183
Serb-Croate-Slovene State	563	1,434	312	90	20	128
Spain	10,442	31,388	8,987	3,837	294	2,151
Canary Islands	777	2,499	351	177	173	1,733
Spanish North Africa	35	122	—	—	—	—
Spanish West Africa	82	234	140	59	—	—
Switzerland	3,534	7,206	2,107	892	63	388
Sweden	8,643	26,015	4,802	2,504	149	1,195
Turkey (in Europe)	449	1,092	1,063	389	103	414
Turkey (in Asia)	61	162	18	20	—	—
Liberia	28	83	28	14	—	—
Abyssina	383	841	120	47	—	—
Arabia	570	1,606	1,736	791	—	—
Persia	1,575	4,234	1,245	563	41	164
Egypt	1,701	4,251	1,327	726	114	525
Siam	128	221	55	19	—	—
China (Exc. Hong Kong)	70	185	67	33	255	1,749
Japan (Inc. Formosa)	20	58	66	64	6	32
U.S.A.	1,560	4,008	827	297	—	—
Philippine Islands	82	158	143	49	—	—
Cuba	2,213	3,793	3,483	1,002	58	160
Hayti	93	313	—	—	—	—
San Domingo	150	454	198	68	—	—
Mexico	8,585	21,377	3,494	1,476	4	35
Guatemala	—	—	—	—	—	—
Honduras (not British)	—	—	30	16	—	—
San Salvador	—	—	50	31	—	—
Nicaragua	138	404	192	92	—	—
Costa Rica	72	206	103	46	—	—
Colombia	153	794	144	65	34	172
Panama	347	851	172	55	—	—
Venezuela	1,098	3,942	1,004	529	—	—
Ecuador	181	467	83	30	—	—
Peru	2,958	7,582	1,707	735	11	89
Chile	4,458	11,221	3,758	1,705	123	1,058
Brazil	12,509	21,384	7,990	2,065	125	918
Uruguay	4,496	11,235	4,588	2,378	12	90

BRITISH EXPORTS—TYRES—*Continued.*

Exported to:	Pneumatic Outer Covers Number	Pneumatic Outer Covers £	Pneumatic Inner Tubes Number	Pneumatic Inner Tubes £	Solid Tyres Number	Solid Tyres £
Bolivia	45	163	16	12	--	
Argentine	28,926	65,396	38,480	12,898	2.663	10,011
Paraguay	650	1,982	270	95	65	176
		BRITISH POSSESSIONS.				
Irish Free State	29,367	73,066	18,303	7,587	2,614	16,336
Channel Islands	2,415	7,190	1,283	917	127	1,004
Gibraltar	111	240	217	106	6	29
Malta and Gozo	358	860	269	99	17	89
Cyprus	229	416	323	112	8	40
Palestine	415	1,000	376	202	46	121
British West Africa:						
Gambia	98	380	120	65	-	—
Sierra Leone	316	1,058	363	190	-	—
Gold Coast	7,068	32,047	7,492	5,016	-	---
Nigeria	3,529	13,569	5,480	3,075	320	104
British South Africa:						
Protectorate of South-West Africa	--	-	-	-		
Cape of Good Hope	16,189	49,740	22,171	10,151	149	1,454
Natal	5,484	16,696	6,830	3,228	237	2,396
Orange Free State	500	1,274	500	213		
Transvaal	10,127	26,717	14,063	5,860	327	3,362
Rhodesia	1,952	5,928	4,140	1,780	23	98
British East Africa:						
Tanganyika	371	1,932	711	485	--	—
Zanzibar and Pemba	318	944	292	144	12	43
Kenya Colony	2,809	9,244	4,343	2,420	28	97
Uganda Protectorate	1,313	3,871	1,145	550	58	386
Nyasaland Protectorate	706	1,924	1,157	543	—	--
British Somaliland	18	33	36	15	—	--
Anglo-Egyptian Sudan	4,261	9,687	5,062	2,092	—	—
Mauritius and Dependencies	819	1,572	401	129	78	459
Aden and Dependencies	405	720	525	248	2	11
Iraq	951	3,443	879	450	172	380
British India:						
Bombay, via Karachi	3,106	8,189	2,814	1,244	285	2 337
Bombay, via other Ports	14,421	35,776	14,922	6,408	405	2,800
Bengal, etc.	6,337	14,406	8,955	3,955	66	430
Madras	7,907	16,334	7,546	2.977	529	3,503
Burmah	4,843	10,394	7,170	2,726	466	1,704
Straits Settlements	18,690	34,816	1,256	680	1,047	6,858
Unfederated Malay States	—	—	—	—	—	—
Federated Malay States	100	224	100	67	6	33
Ceylon	10,280	24,464	8,335	3,817	627	4,209
British North Borneo	—	—	—	—	—	—
Brunei	—	—	—	—	—	—
Sarawak	—	—	—	—	—	—
Hong Kong	604	2,059	1	2	184	951
Australia	3,101	7,099	2,738	927	1,694	13,490
Territory of Papua	6	17	6	5	—	—
New Zealand	22,266	65,055	10,102	4,489	699	5,353
Nauru and British Samoa	24	61	76	27	—	—
Fiji Islands	346	729	255	83	33	186
Other Islands in Pacific	93	212	91	28	—	—
Canada	66	121	125	91	—	—
Newfoundland	3	7	3	1	—	—
Bermudas	12	93	14	15	—	—
British West Indies:						
Bahamas	36	62	15	6	—	—
Jamaica	220	692	212	99	—	—
Trinidad and Tobago	669	1,580	378	228	6	28
Other British West Indies	813	1,611	730	257	19	158
British Honduras	16	36	6	2	—	--
British Guiana	535	1,359	583	221	20	91
Falkland Islands	8	18	—	—	—	—
All other Countries	99	339	90	52	—	—
Total	360,846	934,650	312,325	135,638	19,075	118,606

PART V

MARINE MOTOR SECTION

Statistical information with regard to the motor boat industry in this country has hitherto been very scanty. It has been common knowledge, however, that the use of Motor Boats has been in recent years making rapid strides, and it would appear that great possibilities of expansion lie ahead for this industry. In this connection the expansion of the exports of motor boats and engines from the United States is significant.

UNITED STATES EXPORTS OF MOTOR BOATS AND MARINE ENGINES

(exclusive of Diesel, semi-Diesel, and other Heavy-oil Engines).

1922

Item	Number	Dollars
Motor Boats	114	184,024
Engines	3,969	806,095
Other Engines	—	—
TOTAL	4,083	990,119

1923

Motor Boats	87	237,548
Detachable Engines	3,124	340,868
Other Engines	2,530	898,918
TOTAL	5,741	1,477,334

1924

Motor Boats	127	174,820
Detachable Engines	2,633	280,417
Other Engines	2,476	854,830
TOTAL	5,236	1,310,067

1925

Item	Number	Dollars
Motor Boats	174	422,361
Detachable Engines	3,611	377,149
Other Engines	2 830	1,029 242
TOTAL	6,615	1,828,752

1926

Motor Boats	212	562,077
Detachable Engines	5,165	576,301
Other Engines	3,147	1,145,425
TOTAL	8,524	2,283,803

1927

Motor Boats	296	510,155
Detachable Engines	6,541	807,304
Other Engines	2,672	1,249,424
TOTAL	9,509	2,566,883

1928 (6 months)

Item	Number	Dollars
Motor Boats	180	331,467
Detachable Engines	6,330	868,766
Other Engines	1,711	894,873
TOTAL	8,221	2,095,106

The statistics of United States exports by destination for the last two years show that the increasing demand for motor boats is wide-spread in all parts of the world.

TABLE LXVI—UNITED STATES EXPORTS, 1926-67

MOTOR BOATS

Destination	1926 Number	Dollars	1927 Number	Dollars
Canada	48	27,791	107	48,282
United Kingdom	6	44,050	32	57,305
Netherland West Indies	7	28,498	21	64,259
Venezuela	21	72,985	18	51,777
Colombia	15	100,764	18	42,546
Mexico	20	10,834	18	10,376
Argentina	4	13,050	10	43,257
Cuba	13	49,789	9	18,912
British West Indies	4	27,444	8	33,475
France	2	15,500	7	26,665
Philippine Islands	2	8,000	5	6,063
Dominican Republic	—	—	4	7,548
Other Countries	70	163,372	39	99,690
TOTAL	212	562,077	296	510,155

DETACHABLE MARINE (OUTBOARD) ENGINES

Canada	1,494	160,405	1,825	230,045
United Kingdom	317	45,118	799	108,036
Finland	294	34,260	311	34,236
British Malaya	199	20,302	275	28,753
Siam	151	13,917	256	22,852
Australia	309	29,172	227	25,043
Philippine Islands	78	7,095	216	24,221
Italy	214	29,520	207	24,433
Sweden	50	5,604	197	21,404
New Zealand	106	13,126	194	22,165
Netherlands	228	20,767	164	17,349
Brazil	183	21,267	157	18,193
Germany	3	586	143	14,286
France	29	3,779	125	17,416
Argentine	67	9,468	124	14,041
Japan	431	42,974	118	17,635
Mexico	85	10,420	92	14,349
Other Countries	927	108,521	1,111	152,837
TOTAL	5,165	576,301	6,541	807,304

OTHER MARINE (INTERNAL-COMBUSTION) ENGINES

Canada	705	306,389	650	389,738
United Kingdom	177	54,095	230	80,286
Australia	305	63,871	161	42,498
Argentina	47	23,985	114	73,658
Spain	120	42,770	113	34,644
Sweden	70	36,808	104	36,439
British Malaya	170	77,953	102	21,952
Finland	54	29,087	88	20,217
Cuba	129	38,945	79	33,123
Japan	165	53,173	74	25,811
Netherlands	79	14,833	67	15,275
Italy	32	6,443	61	11,252
Venezuela	36	39,544	52	43,791
Mexico	65	25,385	48	18,199
Panama	27	25,926	43	43,161
Other countries	966	306,218	686	359,380
TOTAL	3,147	1,145,425	2,627	1,249,424

The need for similar statistics in this country has long been felt, but it was not until 1st January, 1928, that a new classification was adopted which will make possible in future some measurement of the export and import trade of the motor boat industry proper. At present it is therefore only possible to state the British imports by country of origin and exports by destination for the first six months of 1928.

U.K. Imports of Motor Vessels (new) Complete

(not exceeding 50 tons gross) for the 1st six months, 1928

Country whence consigned	Hull and Fittings No.	Hull and Fittings Gross tonnage	Hull and Fittings £	Engines No. of Sets	Engines £
Germany	1		15	1	20
Irish Free State	1	1	75	1	200
Netherlands	1	5	180	1	120
Norway	2	6	94	2	306
United States of America	12	37	4,475	12	2,995
	17	52	4,839	17	3,641

U.K. Exports of Motor Vessels (new) Complete

(not exceeding 50 tons gross), for the 1st six months of 1928.

Destination	Hull and Fittings No.	Hull and Fittings Gross Tonnage	Hull and Fittings £	Engines No. of Sets	Engines £
Africa: British East:					
Kenya	1	3	153	1	68
Tanganyika	1	3	624	1	150
Zanzibar	1	8	358	1	208
British West:					
Gold Coast	1	3	448	1	140
Nigeria	4	15	633	4	450
French West	2	12	1,222	2	750
Spanish West	1	27	1,778	1	900
Anglo-Egyptian Soudan	1	4	588	1	240
Ascension	1	25	2,516	1	1,000
Bombay, via other Ports	3	10	830	3	320
British Malaya:					
Federated Malay States	3	10	1,395	4	545
Straits Settlements	3	28	2,256	3	1,335
Channel Islands	1	4	165	1	140
Egypt	1	2	117	1	49
Finland	1	3	325	1	125
Iraq	3	19	2,799	3	900
Irish Free State	1	13	614	1	225
Jamaica	1	7	634	1	370
Liberia	1	5	246	1	175
Madagascar	1	2	30	1	20
Portugal	1	1	200	1	73
Spain	2	10	808	2	450
	35	214	18,739	36	8,633

Investigations at present being conducted into production and consumption should make possible a much fuller statement in our next issue.

APPENDIX

ORGANISATION OF SOCIETY OF MOTOR MANUFACTURERS AND TRADERS, LTD.

1927-28

President : SIR GEORGE BEHARRELL, D.S.O.

Vice-Presidents : Messrs. S. S. GUY and F. S. BENNETT.

Hon. Treasurer : L. WALTON.

Secretary : R. H. S. SPICER.

Exhibition Manager : J. C. J. PHILLIPS.

Director (British Section) : ALFRED HACKING, D.S.O.

Statistical and Information Dept. : R. H. S. SPICER.

COUNCIL

	ALFORD, R. G.	Alford & Alder, Ltd.
	ATKEY, A. R.	Motor Agents' Association, Ltd.
	ARNOLD, W.	Wm. Arnold.
	BEGBIE, S. D.	Aster Eng. Co. (1913), Ltd.
FM	BENNETT, F. S.	F. S. Bennett, Ltd.
	BENNETT, H. A.	
	BENNETT, P. F.	Joseph Lucas, Ltd.
	BAKER, R. D'ARCY	Fiat (England), Ltd.
	BALL, H. J.	East London Rubber Co., Ltd.
M	BLAKE, E. H.	Morris Motors, Ltd.
M	BONALLACK, F.	Bonallack & Sons.
	BROOKE, M.	J. W. Brooke & Co., Ltd.
	BROOKE, T. H.	St. Helens Cable & Rubber Co., Ltd.
M	BROWN, A.	Past President.
M	BULLOCK, W. E.	Singer & Co., Ltd.
	CARROLL, E. H.	Ducasble Tyre Co., Ltd.
M	CASWELL, L.	Geo. Spencer Moulton & Co., Ltd.
	CLAYTON, R. F.	Karrier Motors, Ltd.
M	COAN, R. W.	R. W. Coan, Ltd.
FM	COLE, Col. J. A.	Past President.
FM	CLARKE, Col. J. SEALY	Past President.
	CRAIG, A.	Maudslay Motor. Co., Ltd.
M	CITROEN, D.	

	Deck, H.	Ransomes, Sims & Jeffries, Ltd.
	Dennis, Sir R., K.B.E.	Dennis Bros, Ltd.
M	Edge, S. F.	Past President.
	Egerton, J. R.	Motor Agents' Association, Ltd.
	England, E. C. Gordon	Motor Agents' Association, Ltd.
	Farnell, A.	Motor Agents' Association, Ltd.
M	Garrett, V. R.	Richard Garrett & Sons, Ltd.
	Gentry, C. R.	Klaxon, Ltd.
FM	Guy, S. S.	Guy Motors, Ltd.
	Hardie, N. A.	Associated Equipment Co., Ltd.
M	Henry, H. P.	Armstrong-Siddeley Motors, Ltd.
FM	Hobson, H. M., J.P.	Past President.
	Howard, P.W.	British Goodrich Rubber Co., Ltd.
FM	Iliff, W. M.	Sunbeam Motor Car Co., Ltd.
M	Instone, E. M. C., J.P.	
M	King, B.	Citroen Cars, Ltd.
	King, C. F. L.	Morris Commercial Cars, Ltd.
M	Lanchester, F.	Past President.
M	Letts, Sir W. M., K.B.E.	Past President.
	Lisle, J.	Star Engineering Co., Ltd.
M	Lucas, G. W.	Motor Agents' Association, Ltd.
M	Mabey, C. T.	David Moseley & Sons, Ltd.
M	Madden, S. J.	Henley's Tyre & Rubber Co., Ltd.
	Makins, A. D.	Darracq Motor Engineering Co., Ltd.
M	Manville, Sir E.	Past President.
M	Maudslay, R. W.	Past President.
M	Maughfling, J.	J. I. Thornycroft & Co., Ltd.
FM	Mays-Smith, Sir A. S.	Past President.
	Meaden, A. E.	Wolseley Motors (1927), Ltd.
M	Neale, A.	International Harvester Co., of Great Britain, Ltd.
	Nichols, C. W.	S. Smith & Sons (M.A.), Ltd.
	Nolan, A. F.	Society of Irish Motor Traders.
M	Norris, S.	Motor Agents' Association, Ltd.
	Oubridge, W. A.	British Piston Ring Co., Ltd.
M	Phillips, A. F. Palmer	General Motors, Ltd.
	Peake-Jones, A.	Avon India Rubber Co., Ltd.
M	Perman, A.	Perman & Co., Ltd.
	Perry, W. H.	Motor Agents' Association, Ltd.
	Peto, W.	Peto and Radford (Pritchett and Gold and E.P.S. Co., Ltd.)
	Price, J. E.	Swift of Coventry, Ltd.
M	Prosser, H.	Scottish Motor Trades Assoc., Ltd.
	Rickards, H. T.	Motor Agents' Association, Ltd.
	Riddell, L. H.	Yorkshire Patent Steam Wagon Co., Ltd.
M	Riley, V.	Riley (Coventry) Ltd.
	Robertson, A.	Clement Talbot, Ltd.

COUNCIL—*Continued.*

M	St. John, Commdr. R.	Daimler Co., Ltd.
	Robinson, S. T.	Society of Irish Motor Traders.
M	Shelley, W.	Lodge Plugs, Ltd.
	Sheppard, W. R.	Tilling-Stevens Motors, Ltd.
M	Simms, F. R.	Past President.
	Skinner, C. P.	Goodyear Tyre & Rubber Co. (G.B.) Ltd.
M	Spence, C. M.	Renault, Ltd.
M	Spurrier, A.	Leyland Motors, Ltd.
	Starley, J. K.	Rover Co., Ltd.
M	Straker, S.	Past President.
M	Thomson, J. A., J.P.	Scottish Motor Trade Assoc., Ltd.
M	Thompson, B.	Allen-Liversidge, Ltd.
FM	Timson, H. E.	Timson, Bros.
	Vane, H. T., C.B.E.,	D. Napier & Son, Ltd.
M	Young, G. M., B.Sc.	Albion Motor Car Co., Ltd.

" M " denotes also on Management Committee.
" FM " denotes also on Finance and Management Committee.

COMMITTEES

	Chairman
Management	The President
Finance	L. Walton.

International Joint Committees

Accessories & Components Manufacturers	B. Thompson.
Car	Sir Herbert Austin, K.B.E.
Commercial Vehicle (Petrol)	S. S. Guy.
Commercial Vehicle (Tyre)	S. J. Madden.
Marine	A. Perman.
Pneumatic Tyre	C. T. Mabey.

British Manufacturers Section

Executive Committee	E. H. Blake (Chairman)
Executive Committee	A. Spurrier (Vice-Chairman)
Accessories and Components Manufacturers	B. Thompson.
Body Builders	S. Norris.
Car	F. Lanchester.
Commercial Vehicle (Petrol)	G. M. Young.
Marine Engine	H. Parsons.
Rubber Tyre Manufacturers	Col. J. Sealy Clarke.
Steam and Electrical Vehicle	V. R. Garrett.

Importers Section

Executive Committee	Sir A. S. Mays-Smith.

Factors Section Committee

Factors	H. E. Timson.

MOTOR ORGANISATIONS

UNITED KINGDOM

ASSOCIATION OF BRITISH MOTOR MANUFACTURERS, LTD.

Formed in 1916 for the purpose of safeguarding the interests of British manufacturers in the motor industry. Membership of the Association is limited to bona fide British motor manufacturers who are members of the S.M.M. & T.

President : E. H. Blake.
Secretary : B. H. Gladstone,
Address : 83 Pall Mall, S.W.1.
Telegrams : Abritiman, Phone, London. Telephone : Regent 5428.

Most of the Association's activities have now been transferred to the British Manufacturers Section of the S.M.M. & T.

AUTOMOBILE ASSOCIATION

Founded in 1905. Has now a membership of over 375,000. The advantages of membership include road patrol system throughout Gt. Britain, free legal defence and advice on all problems pertaining to automobilism, engineering, etc. Town plans and handbooks for home and foreign use are published.

Membership includes ordinary (car members), life, Irish, Colonial, Foreign motor cycle owners, cycle car owners and industrial vehicle owners.

Secretary : Stenson Cooke.
Head Office : Fanum House, New Coventry Street, W.1.
Telegrams : Fanum House. Telephone : Regent 8,000.

BRITISH CYCLE & MOTOR CYCLE MANUFACTURERS' & TRADERS' UNION, LTD.

Formed to encourage, promote and protect the interests, both in the United Kingdom and abroad, of the British cycle and motor cycle trades, and auxiliary and allied trades. The Union organises the Annual Cycle and Motor Cycle Exhibition at Olympia. Co-operates with Dominion and foreign Cycle and Motor Cycle Trade Associations and Clubs upon commercial and publicity matters. Has representatives in the leading overseas markets. Membership is open to British manufacturers of two and three-wheeled pedal and motor vehicles tyre specialities and accessories therefor. Provision is also made for " overseas membership " of manufacturers in the British Dominions and Colonies.

Director : H. R. Watling.
Secretary : T. Limerick.
Address : The Towers, Warwick Road, Coventry.
Cables and Telegrams : " Union " Coventry. Telephone : 3846 Coventry.

BRITISH MOTOR CYCLE AND CYCLECAR RESEARCH ASSOCIATION

Incorporated November, 1920, as a non-profit Company, limited by guarantee, the word " limited " being omitted under license by the Board of Trade, formed under the Government scheme of the Department of Scientific and Industrial Research, from which financial grants have been received during the inaugural period.

The functions of this Association are in relation to the motor cycle Industry similar to those of the Research Association of British Motor and Allied Manufacturers and the co-operative agreement between the two Associations has been in existence since 1921, by means of which joint problems on matters affecting both industries are financed by both Associations.

President : Major F. W. Smith.
Director of Research : H. S. Rowell, O.B.E
Secretary : Major H. R. Watling.

COMMERCIAL MOTOR USERS ASSOCIATION INC.

Patron, H.M. the King. Established in 1903 to advance the commercial motor movement in the United Kingdom, and to undertake necessary public work on behalf of users of commercial motor vehicles. The Association is representative of motor haulage Contractors, motor omnibuses and motor coach companies and users of motor vehicles for business purposes in all trades and industries, and has Divisional and Areas committees in the principal centres of the country.

General Secretary : Frederick G. Bristow, F.C.I.S., M. Inst.T.
Registered Office : 50 Pall Mall, S.W.1.
Telegrams : Usamobile, London. Telephone : Regent 5248.

INSTITUTE OF AUTOMOBILE ENGINEERS

Established in 1906 ; incorporated in 1907. The promotion of the science and practice of engineering as applied to the construction of automobiles, all forms of self-propelled and mechanically propelled vehicles, motors, and to every kind of locomotion on land or on water or in air, is one of the principal objects of the Institution. With that end in view it provides facilities for the interchange of ideas between engineers, organises lectures, and holds examinations. The Institution consists of honorary members, full members, associate members, graduates, students, associates and affiliates.

President : Leslie H. Hounsfield, A.R.C.S.
Secretary : Basil H. Joy, M.I.Mech.E.
Address : Watergate House, York Buildings, Adelphi, W.C.2.
Telephone : Regent 4638. Telegrams : " Autinst, Westrand, London."

INSTITUTE OF MOTOR TRADE

Founded, 1920. Objects :—The provision, for motor traders, of a definite status in the commercial community, the holding of meetings of a commercial and educational nature, the consideration of trade politics, aiding members to obtain positions, and other matters calculated to raise the trade generally to a higher level.

Membership is divided into three grades : (1) Fellows (F.I.M.T.) who must be persons not under twenty-six years of age who have been three years in the trade as principal or manager : (2) Members (M.I.M.T.) persons not under twenty-one years of age engaged in executive positions in the motor trade with at least three years' service therein and who sit for and pass a prescribed examination ; (3) Graduates who are persons not under eighteen years of age engaged in the motor trade and bona fide in course of preparation for the Institute's Membership examinations.

Secretary : E. W. Garnon, F.I.M.T.
Assistant Secretary : Miss E. Prior.

MOTOR AGENTS' ASSOCIATION, LTD.

Incorporated 31st December, 1913, as " Agents' Section, Ltd." Name changed in 1922. Formed to protect, encourage and develop the retail branch of the motor trade. The Association deals with all matters involving the interests of motor agents and retailers, with the sole exception of the protection of fixed prices, which is covered by the Motor Trade Association.

Secretary : E. W. Garnon, F.I.S.A.
Address : 155-157 Gt. Portland Street, W.1.
Telegrams : Motraders, Phone, London. Telephone : Langham 1386, 1387.

MOTOR LEGISLATION COMMITTEE

Established in 1919 to further the interests of all Motor Organisations in the country. The objects of the Committee are the restoration and strengthening of the roads and bridges of the country, the consolidation and amendment of the laws relating to road traffic, with the provision of adequate supplies of fuel at reasonable prices and an equitable distribution of motor taxation burdens amongst the various classes of users.

Chairman : Charles McWhirter.
Secretary : Albert E. Cave, J.P.
Address : 188 Palace Chambers, Bridge Street, London, S.W.1.
Telegrams : Molegiscom, Parl., London. Telephone : Victoria. 8971

MOTOR TRADE ASSOCIATION

Formed October, 1910, and registered under Act of Parliament as a Trade Union to encourage and promote the system of fixed prices for proprietary motor goods, and to protect its members as manufacturers of and dealers in such goods. The qualification for membership of the Association is that the proposed member is in the opinion of the Council eligible for membership and engaged in the motor industry.

Secretary : E. W. Garnon, F.I.S.A.
Address : 155-157, Gt. Portland Street, W.1.
Telegrams : Motraders, Phone, London. Telephone : Langham 1386, 1387.

NATIONAL "SAFETY FIRST" ASSOCIATION

The Association was formed in 1924 as an amalgamation of the London "Safety First" Council (established 1916), and the British Industrial "Safety First" Association (established 1918). Its objects are the prevention of accidents of all kinds : in workshops, on the streets, and in the home. Its Patron is H.R.H. The Duke of York, and its President the Home Secretary, Sir William Joynson-Hicks, Bart., M.P. It has now several Branch Councils in the principal centres of the country. The work of the Association is supervised by voluntary workers ; its income is derived from subscriptions from the public—there is no Government subsidy. The Road Fellowship League is the road users' section of the Association.

General Secretary : Lt.-Col. J. A. A. Pickard, D.S.O.
Address : 119 Victoria Street, London, S.W.1.
Telephone : Victoria, 1371 and 1372.

ROYAL AUTOMOBILE CLUB

Founded in 1897. Principal objects, the encouragement and development of the automobile movement, the control of motoring sport, and the organisation of trials and tests of motor cars. It provides a social club for members. It affords both members and associate-members (inter alia) the services of uniformed guides on the road, free legal advice and defence, free assistance in case of breakdown or accident, free advice on all technical matters and the full use of the Club's touring facilities at home and abroad. Practically all the provincial automobile clubs in the United Kingdom and the clubs in the Dominions and India are associated with the R.A.C.

which represents the British Empire on the International Association of recognised Automobile Clubs.

Secretary : Commander F. P. Armstrong, O.B.E., R.N.V.R.
Address : Pall Mall, S.W.1.
Telegrams : Automobile, London. Telephone : Regent, 5000.

RESEARCH ASSOCIATION OF BRITISH MOTOR & ALLIED MANUFACTURERS

Incorporated 1919 as a non-profit Company, limited by guarantee, the word " limited " being omitted under License by the Board of Trade, formed under the Government scheme of the Department of Scientific and Industrial Research, from which financial grants have been received during the inaugural period.

The object of the Association is to promote research and scientific work in connection with the British motor trade, to eliminate needless repetition and overlapping of expense by pooling of resources and of interests where these are not in conflict. Active research began in June, 1920. Important problems have been attacked and considerable benefits derived. An important feature of the Association's activities is the collection and classification of information of value to the Industry.

President : T. Thornycroft, Esq.,

Vice-Presidents : Sir Dugald Clerk, K.B.E., F.R.S., LL.D., D.Sc. Lt. Col. J. A. Cole, O.B.E., J.P. Dr. T. Blackwood Murray, D.Sc., M. Inst., C.E., M.I.A.E.

Director of Research and Secretary : H. S. Rowell, O.B.E., F.Inst.P., M.I.Mech.E., Wh.Sch.

SCOTTISH COMMERCIAL MOTOR USERS' ASSOCIATION INC.

Registered in 1923 to watch over and protect the interests of owners and users of self-propelled and mechanically propelled vehicles used for commercial purposes in Scotland, and to oppose legislation which would handicap or restrict the free use of commercial vehicles.

General Secretary : J. W. Loudon, S.S.C., N.P.
Address : 43 York Place, Edinburgh.
Telegrams : Hasty, Edinburgh. Telephone : 25205.

SCOTTISH MOTOR TRADE ASSOCIATION, LTD.

Was formed in 1903 to serve the interests of the motor industry in Scotland. Its membership comprises all the leading motor manufacturers and traders in Scotland. The Association are proprietors of the Scottish Motor Exhibition.

Secretary : David A. Fairley, C.A.
Address : 3 Palmerston Place, Edinburgh.
Telegrams : Motrade, Edinburgh. Telephone : Edinburgh 21780.

OVERSEAS

AFRICA

South African Motor Traders' Association, Limited	33 Central House, Main St., Johannesburg. P.O. Box. 6040.
Nigerian Motor Traders' Association	200 Broad Street, Lagos.
Royal East African Automobile and Aeronautical Association	P.O. Box 87, Nairobi.
The Society of Motor Manufacturers and Traders, Ltd. **H. G. Wood, Esq., Secretary.**	**P.O. Box 6040, Johannesburg, S.A.**

AUSTRALIA

The Motor Traders' Association of New South Wales (inc.)	145 Castlereagh Street, Sydney, N.S.W.
The Motor Traders' Association of Queensland	62 Queen Street, Brisbane.
Chamber of Motor Industries of South Australia	110-113, Brookman's Buildings, Grenfell Street, Adelaide.
Chamber of Automobile Industries (Victoria)	c/o " Australian Motorist " Newspaper Co. Ltd., Elizabeth House (Third Floor), Melbourne.
The Australian Association of British Manufacturers and their Representatives (J. S. Strong, Sec. Motor Section)	**16 Barrack St., Sydney, N.S.W.**

AUSTRIA

Verband Osterreichischer Automobil Industriellerwien	111 Untere Viaduktgasse, 37, Vienna.

BELGIUM

Chambre Syndicale des Constructeurs d'Automobile et de Cycles de Belgique	15 Avenue Marnix, Bruxelles.

CANADA

Auto-Trade Association Ltd.	Orpheum Buildings, 289 St. Catherine West, Montreal.
Winnipeg Motor Trades Association	202 Scott Block, Winnipeg.

CEYLON

The Ceylon Motor Traders' Association	Box 166, Colombo.

FRANCE

Bureau Permanent International des Constructeurs d'Automobiles	51 Rue Pergolese, Paris.
Chambre Syndical des Constructeurs d'Automobiles de France	59 Avenue Hoche, Paris.

GERMANY

Reichsverband der Automobilindustrie, E.V.	Unter den Linden 12-13, Berlin, W.8.
Verenein Deutscher Motorfahrzeug Industrieller	Potsdamer Strasse 121 (h), Berlin, W.35.
Reichsverband des Lraftfahrzeng-handels und-gewerbes, E.V.	
Deutscher Automobil Handler Verband	Potsdamer Strasse 90, Berlin, W.57.

HOLLAND

La Nederlandsche Vereeniging de Rijwiel-en Automobiel Industrie	127 Singel, Amsterdam.

INDIA

The Motor Industries Association	22 Canning Street, Calcutta.
The Motor Trade Association (Western India), Limited	Examiner Press Building, Meadows Street, Bombay.

IRISH FREE STATE

Society of Irish Motor Traders, Ltd.	31 Upper Merrion Street, Dublin.

ITALY

Union Italiana Fabriche Automobile	20 Via Massena, Turin.

NEW ZEALAND

New Zealand Motor Trade Association (Inc.)	Australasian Chambers, 101 Customs House Quay, Wellington, N.Z.
Wholesale Motor & Cycle Traders' Association	65 Cuba Street, Wellington, N.Z.
G. O. Sutton (F.P.A.N.Z.) The British (U.K.) Association of New Zealand	**P.O. Box 657, Wellington, N.Z.**

SPAIN

Camara Sindical Espanola de Constructores de Automovils, Ciclos, y Carrocerias	9 Plaza Cataluna, Barcelona.

SWITZERLAND

Chambre Syndical Suisse de l'Industrie de l'Automobile, du Cycle, et Parties qui s'y rattachent	9 Rue de Malatrex, Geneva.

U S.A.

National Automobile Chamber of Commerce	366 Maddison Avenue, at 46th Street, New York.

PUBLICATIONS

of interest and value to the Trade, are :—

1 MOTOR INDUSTRY OF GREAT BRITAIN, 1926. Price 2/- net.

2 MOTOR INDUSTRY OF GREAT BRITAIN, 1927. „ „

3 MOTOR INDUSTRY OF GREAT BRITAIN, 1928. „ „

4 REGISTER OF THE MOTOR TRADE

This is a book issued annually, containing over 14,000 names of firms engaged in the various branches of the motor industry, arranged under towns, and classified according to nature of business.

This book also includes lists of members of Overseas Associations.

Price—Members ..	..	£0 10 6 per copy
Non-Members	..	£1 1 0 „

Including Postage and Three quarterly Supplements of additions, alterations and deletions.

5 MOTOR TRADE TELEGRAM CODE

This special Code covers the requirements of every branch of the industry. For the current year (1927) this will be supplied (post free) as follows :—

Price—Members .. .. £0 10 0 per copy

6 LISTS OF FACTORS RECOGNISED BY THE S.M.M. & T. MOTOR CAR ACCESSORIES AND COMPONENTS

Price .. .. .. 3d. post free

7 BUYERS GUIDE TO THE MOTOR TRADE OF GREAT BRITAIN AND THE EMPIRE

Price .. .. .. 1½d. post free

8 " MOTORING AFLOAT "

A new handbook on Motor Boating for those who seek practical information on this most exhilarating of pastimes.

Price .. .. .. 2/6 nett.

9 Statistical and other information is issued under the titles of the " Motor Export Manual," the " Home Market Manual " and the " Home Market Analysis " by the Statistical and Information Dept., and these loose-leaf publications are kept up-to-date by a regular service of loose leaves to replace out-of-date information.

INDEX

Page
ACCIDENTS—Road .. 25
ACCESSORIES (see Parts and Accessories)
AGRICULTURAL TRACTORS AND ENGINES
  Consumption, by Unladen Weight classes .. 57
  ,, by Counties .. 58
  Exports, Summary .. 102
  ,, by Destinations .. 102
  Imports, Summary .. 68
  ,, by Countries of Origin .. 68
  Taxation on .. 21
ATTENDANCES at Motor Exhibitions (Olympia) .. 6
AUSTRALIA—
  Population per Motor Vehicle .. 33
  ,, ,, Private Car .. 34
  ,, ,, Truck .. 49
BREAKDOWNS—Causes of .. 48
CANADA—
  Motor Vehicle Production and Export .. 93
  Population per Motor Vehicle .. 33
  ,, ,, Private Car .. 34
  ,, ,, Truck .. 49
CARS (see Private Cars)
COMMERCIAL VEHICLES, Goods (see Trucks)
COMMERCIAL VEHICLES, Passenger (see Hackneys)
COMMERCIAL VEHICLES—
  Exports, Summary .. 89
  ,, by Destinations .. 94
  Imports, Summary .. 65
  ,, by Countries of Origin .. 66
  Index of Prices .. 77
  Population per Truck .. 49
  Production .. 71
  World Consumption .. 83
CONSUMPTION—
  Agricultural Tractors and Engines, by Counties .. 58
  ,, ,, ,, ,, by Unladen Weight classes .. 57
  Electrical Power in Motor Manufacture .. 75
  Exempt Vehicles, Summary .. 50
  Hackney Vehicles, Summary .. 53
  ,, ,, by Counties .. 54
  ,, ,, by Seating Capacity .. 54
  Motor Spirit .. 19 and 61
  Motor Vehicles, Summary .. 31
  ,, ,, Total, by Counties .. 32
  ,, ,, World, by Countries .. 83
  Private Cars, Summary .. 34
  ,, ,, by Horse-power Classes .. 35
  ,, ,, by Counties .. 36
  Rubber, raw .. 62
  Trucks, Summary .. 49
  ,, by Counties .. 51
  ,, by Unladen Weight Groups .. 50
  Tyres, Outer Covers .. 63
  ,, Solids .. 63
  ,, Inner Tubes .. 63
ELECTRICAL POWER, Consumption of in Motor Manufacture .. 75
ELECTRIC VEHICLES, Taxation of .. 22
EMPLOYMENT in the Motor Industry .. 73

EXHIBITIONS at Olympia—
    Number of Exhibitors .. 5
    Number of Attendances .. 6
EXEMPT VEHICLES .. 50
EXPORTS—
    Agricultural Tractors, Summary .. 102
    ,, ,, by Destinations .. 102
    Marine Engines .. 108
    Motor Vehicles, Summary .. 89
    ,, ,, by Destinations .. 94
    ,, ,, International .. 93
    ,, ,, to Twelve Principal Markets .. 90
    Parts and Accessories, Summary .. 100
    ,, ,, ,, by Destinations .. 100
    Tyres for Motor Vehicles, Summary .. 103
    ,, ,, ,, ,, by Destinations .. 103
FINANCE of the Motor Industry .. 78
FRANCE—
    Motor Vehicle Production and Export .. 93
    Population per Motor Vehicle .. 33
    ,, ,, Private Car .. 34
    ,, ,, Truck .. 49
GERMANY—
    Motor Vehicle Production and Export .. 93
    Population per Motor Vehicle .. 33
    ,, ,, Private Car .. 34
    ,, ,, Truck .. 49
HACKNEY VEHICLES—
    Consumption of (Summary) .. 53
    ,, ,, (by Seating Capacity) .. 54
    ,, ,, (by Counties) .. 55
    Operation of in Great Britain .. 31
    United Kingdom Taxation on .. 20
HORSE-POWER, United Kingdom Definition of .. 23
IMPORTS—
    Agricultural Tractors, Summary .. 68
    ,, ,, by Countries of Origin .. 68
    Marine Engines .. 108
    Motor Spirit .. 61
    Motor Vehicles, Summary .. 65
    ,, ,, by Countries of Origin .. 66
    Parts and Accessories, Summary .. 67
    ,, ,, ,, by Countries of Origin .. 67
    Tyres for Motor Vehicles, Summary .. 69
    ,, ,, ,, ,, by Countries of Origin .. 69
INCOMES—Distribution of .. 40
INTERNATIONAL Motor Vehicle Taxes .. 17
ITALY—
    Motor Vehicle Production and Export .. 93
    Population per Motor Vehicle .. 33
    Population per Private Car .. 34
    ,, ,, Truck .. 49
MARINE MOTORS .. 106
MOTOR ORGANIZATIONS—
    United Kingdom .. 112
    Overseas .. 117
MOTOR SPIRIT—
    Consumption of .. 19 and 61
    Imports of .. 61

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